

OUR GREATER SYDNEY 2056

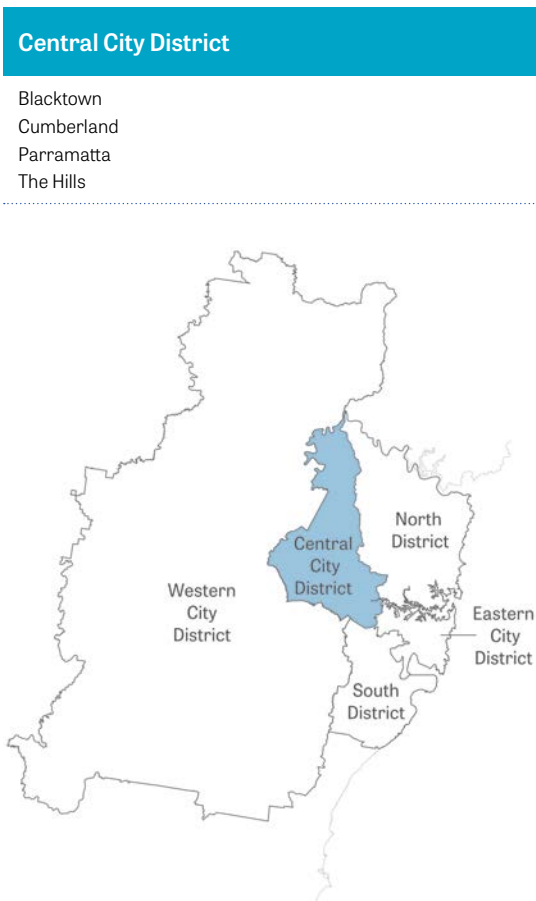
Central City District Plan

– connecting communities



Acknowledgement of Country

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



Chief Commissioner
Lucy Hughes Turnbull AO



I am delighted to present the Central City District Plan, which sets out planning priorities and actions for improving the quality of life for residents as the District grows and changes.

When we consider the District's extraordinary heritage and civic assets, the stunning Parramatta and Bicentennial parks and Millennium Parklands, environmental and recreational assets of The Hills and Blacktown, vibrant centres such as Merrylands, Granville and Auburn, and the many infrastructure projects planned and underway, we see the District as one of the most dynamic in the region.

It is a District with an extraordinarily rich, culturally priceless and intact collection of early colonial buildings including Old Government House, Elizabeth Farm, Experiment Farm Cottage and the State-heritage buildings in the North Parramatta heritage precinct.

The District Plan supports Parramatta CBD's emergence as a powerhouse of new administrative, business services, judicial and educational jobs, with Parramatta Square as its heart and Western Sydney University as its knowledge-producing engine. In parallel, the world-class health and education precinct at Westmead, Blacktown Hospital and the surrounding medical precinct, and Rouse Hill and Castle Hill with their increasing education, medical and lifestyle opportunities will become higher density transit-oriented centres for the rapidly expanding population and job base.

We are starting to draw on this ambition with our vision for the Greater Parramatta and the Olympic Peninsula, known as GPOP.

The Central City District Plan puts people first. It includes processes for infrastructure to keep pace with population growth. And it will become a premier location for 21st century innovation – its advanced manufacturing brings a new dimension to traditional industrial land.

The Plan considers community and cultural life and the environmental sustainability of the landscape. Work to enhance the Parramatta River, Duck River, South Creek and their tributaries will mean waterways are within easy walking distance of every household.

Collaboration is the key to transparent and informed decision-making on the District's future growth. The Greater Sydney Commission will continue to bring together all parties and channel the collective energy into improved planning outcomes. By taking a leadership role, we focus public resources and expertise to create a more liveable, productive and sustainable future.

I thank the former Central City District Commissioner Edward Blakely whose vision and knowledge were greatly appreciated.

Finally, on behalf of the Greater Sydney Commission, I acknowledge the important work of councils whose submissions and feedback on the needs of their neighbourhoods, people and centres have been invaluable. Together with the community and other stakeholders, your expertise and interest have helped to produce an inspiring and practical plan.

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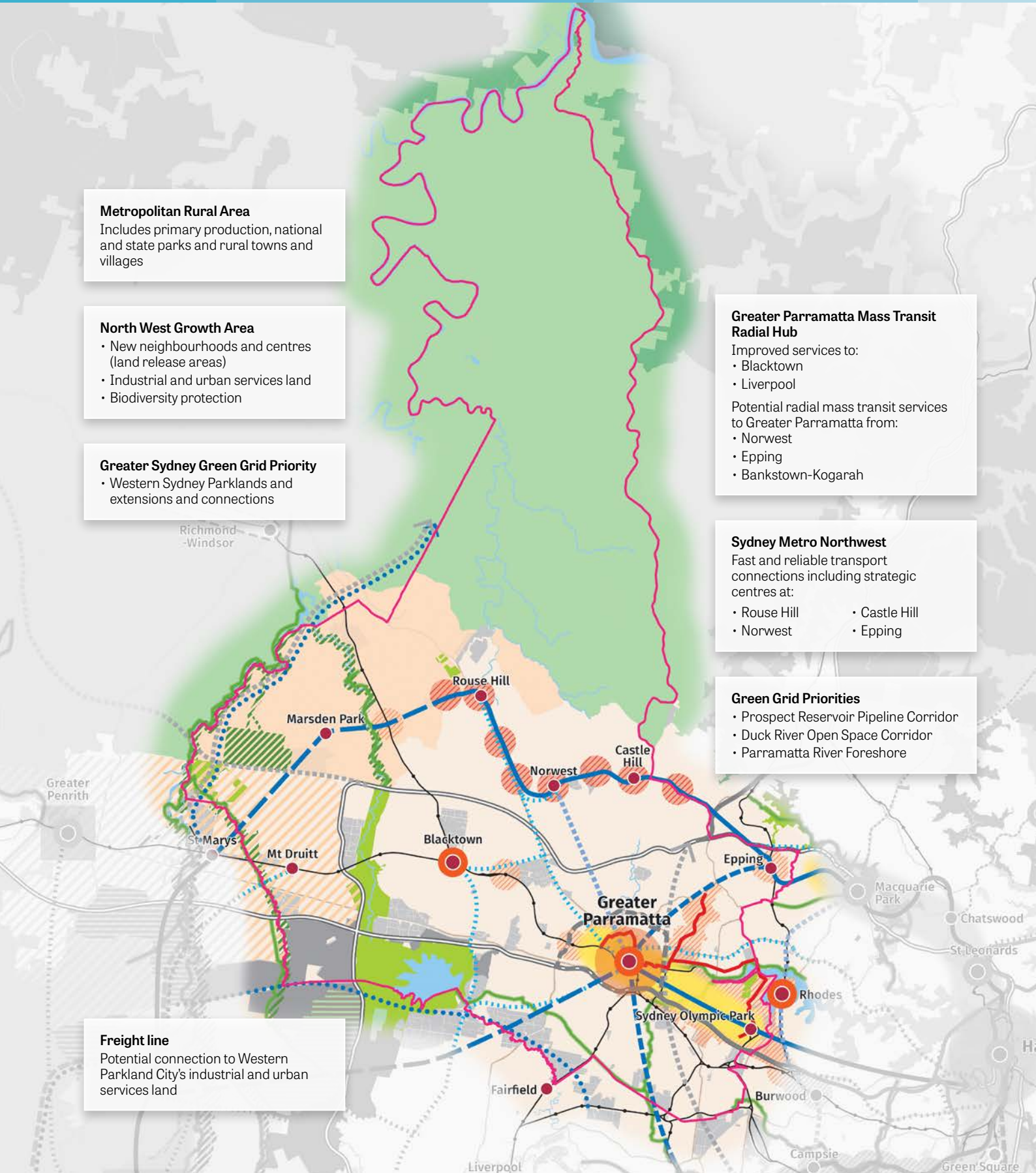
6 Future of the Central City District



The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30-minute city – means residents in the Central City District will have quicker and easier access to a wider range of jobs, housing types and activities as part of the transformation of their District. The vision will improve the District's lifestyle and environmental assets.

This will be achieved by:

- Developing the economy with jobs and skills growth from **unprecedented city-scale infrastructure investments**
- Supporting cohesive and socially dynamic communities with new social infrastructure like **schools and community services, new cultural and sporting facilities**
- Establishing transport connections north, south, east and west from Parramatta to optimise **Greater Parramatta's location** in the centre of Greater Sydney
- Transforming **Westmead health and education precinct** to an innovation district with greater diversity of **knowledge-intensive jobs**
- **Retaining industrial and urban services land** and **creating new skills** with a 21st century clean-tech and advanced manufacturing cluster around precincts such as Camellia, Rydalmere, Silverwater and Auburn
- Linking **parks, bushland, playgrounds and waterways** through the Greater Sydney Green Grid with enhanced opportunities for safe **walking and cycling paths**
- Enhancing the quality of, and access to, waterways such as **Parramatta River, Duck River and South Creek.**



Metropolitan Rural Area
 Includes primary production, national and state parks and rural towns and villages

North West Growth Area

- New neighbourhoods and centres (land release areas)
- Industrial and urban services land
- Biodiversity protection

Greater Sydney Green Grid Priority

- Western Sydney Parklands and extensions and connections

Greater Parramatta Mass Transit Radial Hub
 Improved services to:

- Blacktown
- Liverpool

Potential radial mass transit services to Greater Parramatta from:

- Norwest
- Epping
- Bankstown-Kogarah

Sydney Metro Northwest
 Fast and reliable transport connections including strategic centres at:

- Rouse Hill
- Norwest
- Castle Hill
- Epping

Green Grid Priorities

- Prospect Reservoir Pipeline Corridor
- Duck River Open Space Corridor
- Parramatta River Foreshore

Freight line
 Potential connection to Western Parkland City's industrial and urban services land

8 Metropolitan context of the Central City District



Infrastructure and collaboration

Major transport, health and education investments are underway across the District.

Using a collaborative approach, the growth infrastructure compact pilot at GPOP will assess growth scenarios that best align land use, infrastructure investment and community benefits.



Liveability

Central City District will be the fastest growing District over the next 20 years with demand for an additional 207,500 dwellings. This will be provided through urban renewal, land release and infill development.

The focus of growth will be on well-connected walkable places that build on local strengths and deliver quality public places.



Productivity

Urban renewal of GPOP will be transformative, capitalising on its location close to the geographic centre of Greater Sydney, and radial connections to Macquarie Park, Harbour CBD, Bankstown, Liverpool, Western Sydney Airport and Blacktown.

The Central City District has substantial areas of industrial and urban services land. The transition from traditional industries to advanced manufacturing will boost productivity.



Sustainability

An integrated approach to the green infrastructure of the District – waterways, bushland, urban tree canopy and open spaces – will improve sustainability.

The Greater Sydney Green Grid will provide cool, green links and a network of high quality open spaces to support walking, cycling and community access to open space.

A *Metropolis of Three Cities* the region plan for Greater Sydney is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places – Western Parkland City, Central River City and Eastern Harbour City. This vision seeks to rebalance the economic and social opportunities and deliver a more equitable Greater Sydney.

Greater Sydney's three cities reach across five districts: Western City District, Central City District, Eastern City District, North District and South District. The Central City District is the central and major component of the Central River City.

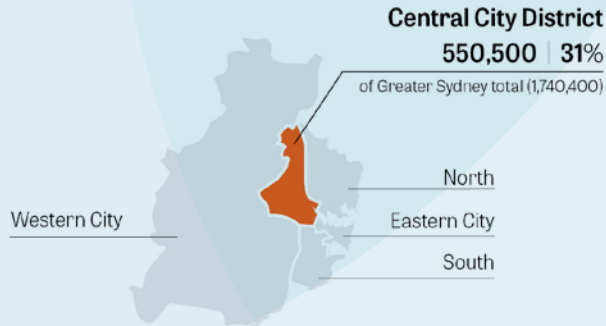
The Central City District will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. Unprecedented public and private investment is contributing to new transport and other infrastructure leading to major transformation.

Greater Parramatta – the metropolitan centre – is the core of the Central River City and Central City District. Its economy is centred on world-class health, education and research institutions as well as finance, business services and administration. Greater Parramatta and the Olympic Peninsula (GPOP) – taking in the Westmead health and education precinct; advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn; and the Sydney Olympic Park lifestyle precinct – will be supported by the Parramatta Light Rail and Sydney Metro West.

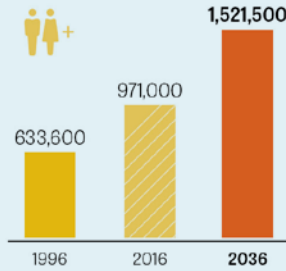
Sydney Metro Northwest will improve the growth prospects for the north west of the District.



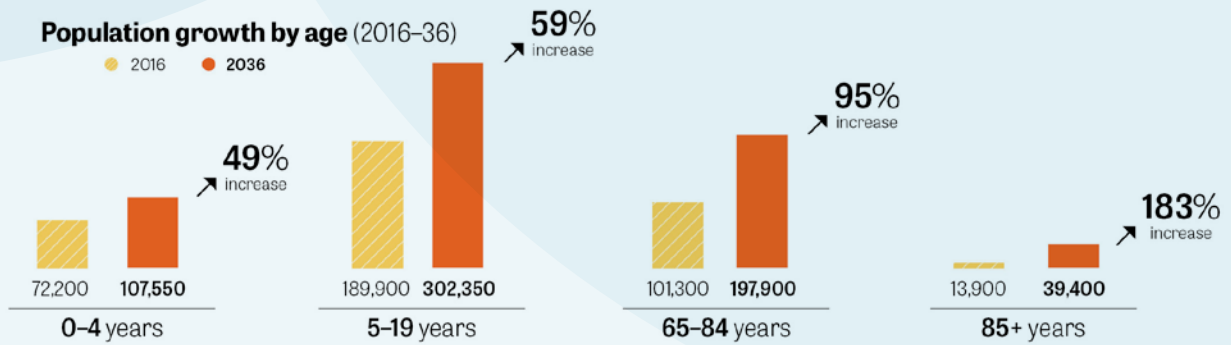
Population growth (2016–36)



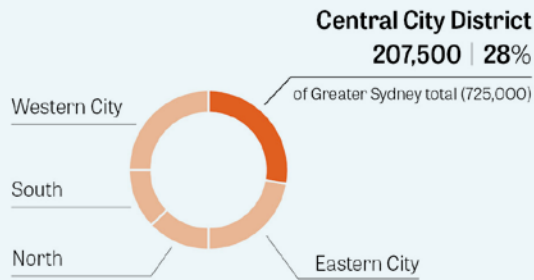
Central City District



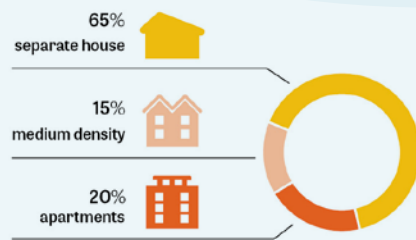
Population growth by age (2016–36)



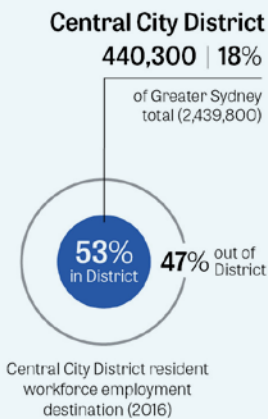
Housing growth (2016–36)



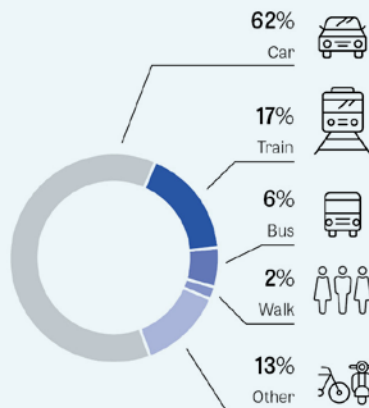
Housing type (2016)



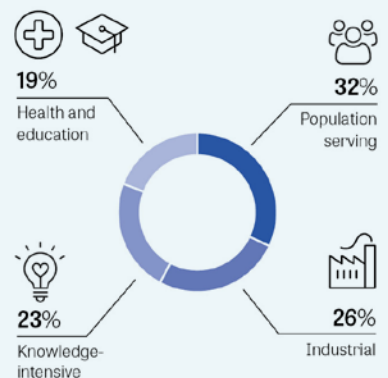
Jobs (2016)


































Journey to work (2016)

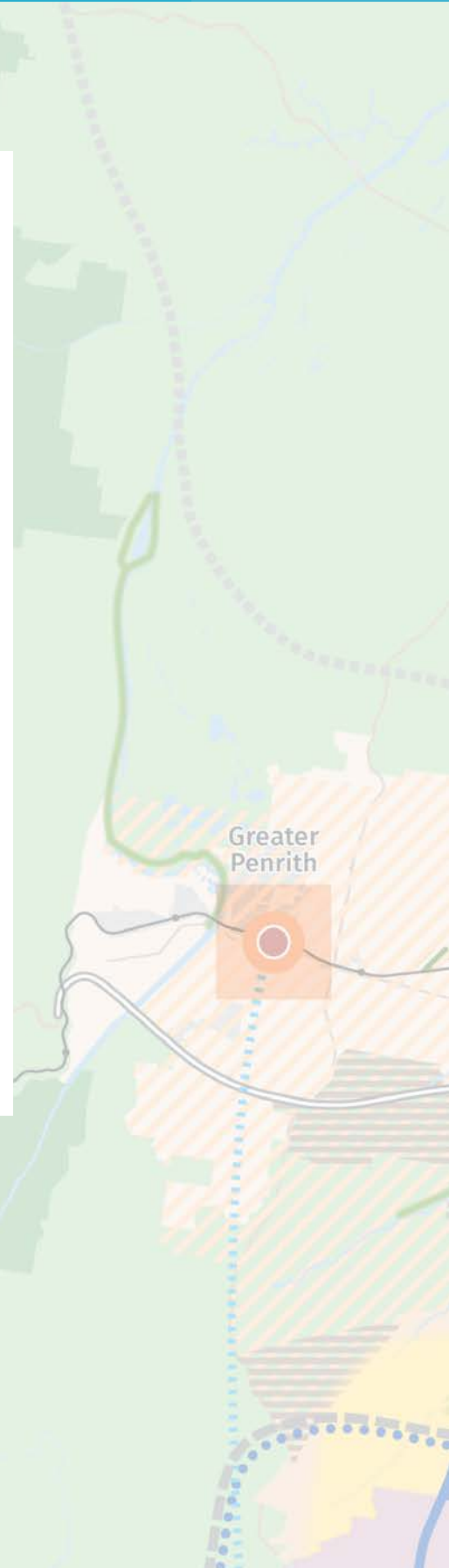


Jobs by sector (2016)

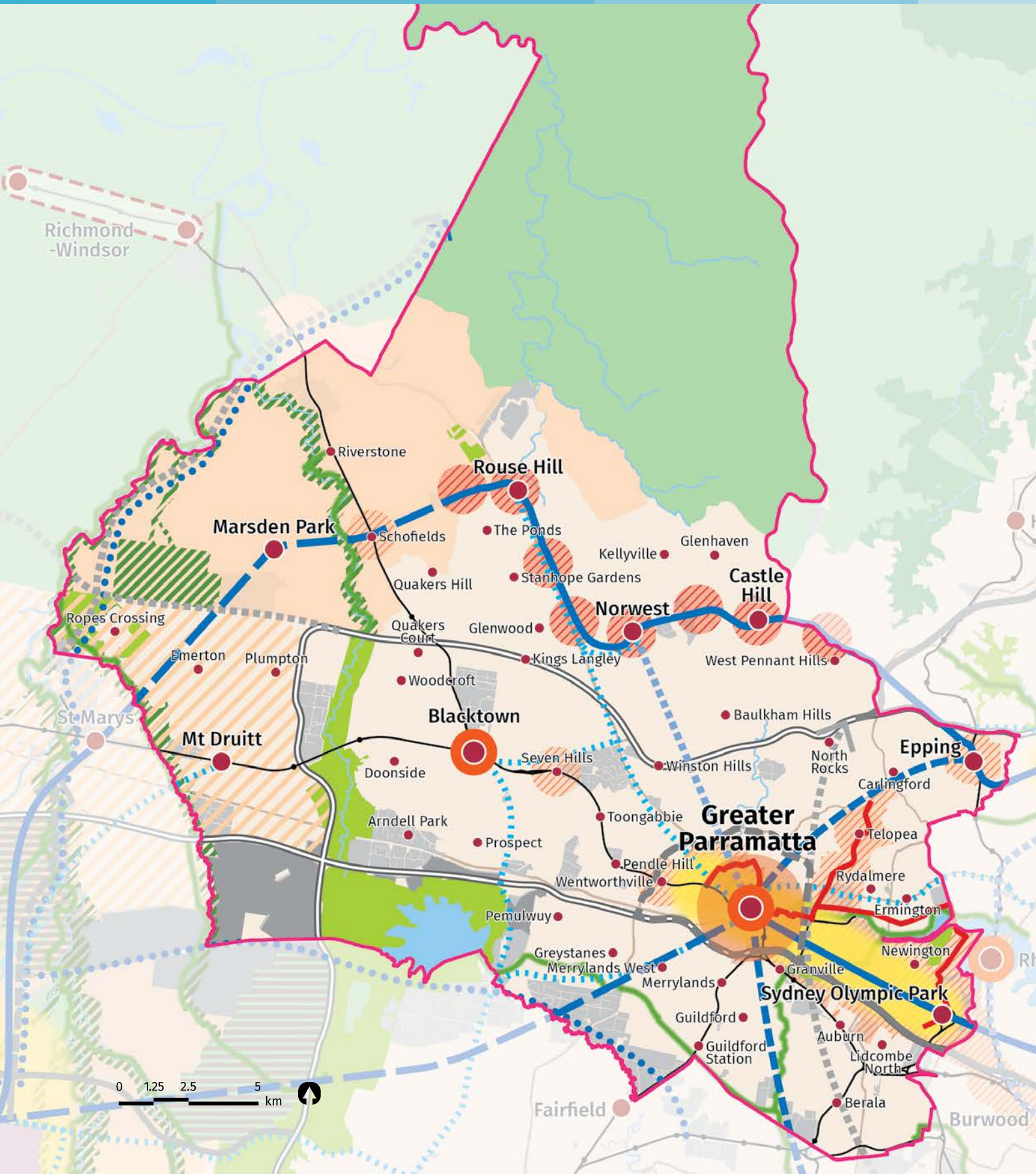


10 Structure Plan for the Central City District

	Metropolitan Centre		South Creek Parkland Investigation
	Health and Education Precinct		Green Grid Priority Corridor
	Strategic Centre		Train Station
	Local Centre		Committed Train Link
	Economic Corridor		Train Link/Mass Transit Investigation 0-10 years
	Western Sydney Employment Area		Train Link/Mass Transit Investigation 10-20 years
	Industrial Land		Train Link/Mass Transit Visionary
	Land Release Area		Freight Rail Investigation
	Transit Oriented Development		City Serving Transport Corridor
	Urban Renewal Area		Light Rail
	Greater Penrith to Eastern Creek Growth Area		Motorway
	Urban Area		Committed Motorway
	Protected Natural Area		Road Investigation 10-20 years
	Metropolitan Rural Area		Road Visionary
	Major Urban Parkland including National Parks and Reserves		District Boundary
	Waterways		








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








Ten Directions for a metropolis of three cities

A liveability, productivity and sustainability framework

Delivering and monitoring the Plan – planning priorities and indicators

	A collaborative city	A city supported by infrastructure	A city for people	Housing the city	A city of great places
Directions	<p>Working together to grow a Greater Sydney</p> 	<p>Infrastructure supporting new developments</p> 	<p>Celebrating diversity and putting people at the heart of planning</p> 	<p>Giving people housing choices</p> 	<p>Designing places for people</p> 
Potential indicator*	<p>Potential indicator: Increased use of public resources such as open space and community facilities</p>	<p>Potential indicator: Increased 30-minute access to a metropolitan centre/cluster</p>	<p>Potential indicator: Increased walkable access to local centres</p>	<p>Potential indicators: Increased housing completions (by type) Number of councils that implement Affordable Rental Housing Target Schemes</p>	<p>Potential indicator: Increased access to open space</p>
Central City District Planning Priorities	<p>Planning Priority C1 Working through collaboration</p>	<p>Planning Priority C1 Planning for a city supported by infrastructure</p>	<p>Planning Priority C1 Providing services and social infrastructure to meet people's changing needs Planning Priority C2 Fostering healthy, creative, culturally rich and socially connected communities</p>	<p>Planning Priority C5 Providing housing supply, choice and affordability with access to jobs, services and public transport</p>	<p>Planning Priority C6 Creating and renewing great places and local centres, and respecting the District's heritage</p>

*Indicators will be developed in consultation with State and local Government to optimise regional, district and local monitoring programs.

A well connected city	Jobs and skills for the city	A city in its landscape	A resilient city	An efficient city
<p>Developing a more accessible and walkable city</p>  <p>Potential indicators: Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/ cluster</p> <p>Percentage of dwellings located within 30 minutes by public transport of a strategic centre</p>	<p>Creating the conditions for a stronger economy</p>  <p>Potential indicator: Increased jobs in metropolitan and strategic centres</p>	<p>Valuing green spaces and landscape</p>  <p>Potential indicators: Increased urban tree canopy</p> <p>Expanded Greater Sydney Green Grid</p>	<p>Adapting to a changing world</p>  <p>Potential indicator: Number of councils with standardised statewide natural hazard information</p>	<p>Using resources wisely</p>  <p>Potential indicators: Reduced transport-related greenhouse gas emissions</p> <p>Reduced energy use per capita</p>
<p>Planning Priority C9 Delivering integrated land use and transport planning and a 30-minute city</p>	<p>Planning Priority C7 Growing a stronger and more competitive Greater Parramatta</p> <p>Planning Priority C8 Delivering a more connected and competitive GPOP economic corridor</p> <p>Planning Priority C10 Growing investment, business and job opportunities in strategic centres</p> <p>Planning Priority C11 Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</p> <p>Planning Priority C12 Supporting growth of targeted industry sectors</p>	<p>Planning Priority C13 Protecting and improving the health and enjoyment of the District's waterways</p> <p>Planning Priority C14 Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element</p> <p>Planning Priority C15 Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</p> <p>Planning Priority C16 Increasing urban tree canopy cover and delivering Green Grid connections</p> <p>Planning Priority C17 Delivering high quality open space</p> <p>Planning Priority C18 Better managing rural areas</p>	<p>Planning Priority C20 Adapting to the impacts of urban and natural hazards and climate change</p>	<p>Planning Priority C19 Reducing carbon emissions and managing energy, water and waste efficiently</p>
			<p>Implementation</p>	
			<p>Planning Priority C21 Preparing local strategic planning statements informed by local strategic planning</p> <p>Planning Priority C22 Monitoring and reporting on the delivery of the Plan</p>	

1

About the Plan

The Central City District covers the Blacktown, Cumberland, Parramatta and The Hills local government areas (refer to Figure 1).

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

The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies. The District Plan also assists councils to plan for and support growth and change, and align their local planning strategies to place-based outcomes. It guides the decisions of State agencies and informs the private sector and the wider community of approaches to manage for growth and change. Community engagement on the District Plan has contributed to a plan for growth that reflects local values and aspirations, in a way that balances regional and local considerations (refer to Figure 2).

A Metropolis of Three Cities has been prepared concurrently with the NSW Government's *Future Transport Strategy 2056* and Infrastructure NSW's *State Infrastructure Strategy 2018–2038* to integrate land use, transport and infrastructure across the region. In this context, all the transport initiatives outlined in this District Plan are sourced from *Future Transport 2056*.

The concurrent preparation of the District Plans with *A Metropolis of Three Cities* has maximised the integration of these plans. All data in this District Plan is based on current Government published data sourced from State agencies.

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

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

Refer *Environmental Planning and Assessment Act 1979*, section 3.8 Implementation of strategic plans (cf previous s 75A1) and the NSW Department of Planning and Environment's *A guide to preparing planning proposals*, Section B – Relationship to strategic planning framework.

Figure 1: Central City District

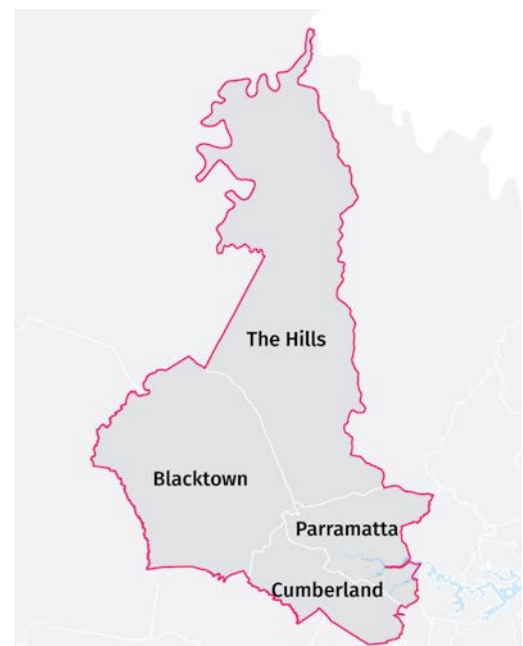


Figure 2: Relationship of regional, district and local plans



Requirements of the Plan

This District Plan has been prepared to give effect to *A Metropolis of Three Cities*, the Region Plan that applies to the five districts that make up the Greater Sydney Region. It is the role of the Greater Sydney Commission to prepare and finalise the district plans.

This District Plan has been prepared in accordance with section 3.4 of the *Environmental Planning and Assessment Act 1979* which requires it to include or identify: the basis for strategic planning in the district, having regard to economic, social and environmental matters; Planning Priorities that are consistent with the relevant Objectives, Strategies and Actions in the Region Plan; Actions for achieving those Planning Priorities; and an outline of the basis on which the implementation of those Actions will be monitored and reported.

In finalising the Plan, the Greater Sydney Commission engaged with the community, businesses, councils, and State agencies throughout the process. This includes feedback from community and stakeholder engagement including submissions to the draft *Greater Sydney Region Plan* exhibited from 22 October 2017 to 15 December 2017 and the five revised draft District Plans exhibited from 26 October 2017 to 15 December 2017. Submission reports on the draft Region Plan and district plans are available on the Commission's website at www.greater.sydney.

Giving effect to the Plan

'Give effect to' is the legislative term for delivering the region and district plans through local plans. Opportunities to coordinate and realise greater efficiencies in the implementation of plans have been made possible by the introduction of local strategic planning statements, which together with region and district plans strengthen the line of sight in strategic planning at regional, district and local levels.

The common requirement for all plans to identify the basis for their strategic planning having regard to economic, social and environmental matters and for monitoring and reporting creates the opportunity to improve the integration of data and analysis that informs transparent decision-making and evaluation across all three spatial levels of planning.

A key component of this framework is the local strategic planning statement which leads the local response to changes and trends. As set out in the *Environmental Planning and Assessment Act 1979*, the local strategic planning statement must include or identify the Planning Priorities that are consistent with any strategic plan for the area and (subject to any such strategic plan) any applicable community strategic plan under section 402 of the *Local Government Act 1993*.

Local planning is supported by NSW Government funding for implementation and infrastructure. This includes funding that accelerates planning processes for a selection of councils and state infrastructure funding programs that align to growth (refer to Planning Priority C1).

The relationship between the plans and their implementation is discussed further in Chapter 6.



Directions for infrastructure and collaboration



A city supported by infrastructure

Planning Priority C1
Planning for a city supported by infrastructure



A collaborative city

Planning Priority C2
Working through collaboration

2

Infrastructure and collaboration

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

Infrastructure planning requires collaboration – managing the competing needs of a city involves all levels of government, industry and the community. *A Metropolis of Three Cities* emphasises the alignment of local environmental plans, transport programs and other agency programs. This involves the interface of NSW Government investment, such as transport interchanges, and local infrastructure provided by councils, such as public domain improvements.

Planning for infrastructure includes consideration of how such investments contribute to the shape and connectivity of Greater Sydney as a metropolis of three cities.

This District Plan responds to major transport, health and education investments in the District, either committed or planned, such as Sydney Metro Northwest, WestConnex, NorthConnex and Parramatta Light Rail which aligns with *Future Transport 2056*.

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

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

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

- C1. Planning for a city supported by infrastructure
- C2. Working through collaboration.

Planning Priority C1

Planning for a city supported by infrastructure

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 1

Infrastructure supports the three cities.

Objective 2

Infrastructure aligns with forecast growth – growth infrastructure compact.

Objective 3

Infrastructure adapts to meet future needs.

Objective 4

Infrastructure use is optimised.

New infrastructure at local, district or metropolitan levels, is to be planned and delivered to meet the needs of Greater Sydney as a metropolis of three cities. This includes transport infrastructure for connections within each of the cities and for making connections between the three cities. Importantly, transport corridors and locations for new centres need to be safeguarded for future infrastructure investments.

For the Central City District this includes radial transport links to and from Greater Parramatta, encompassing Parramatta CBD, Parramatta North and the Westmead health and education precinct, connected via Parramatta Park. Links to the north, south, east and west – and approved east-west connections – will increase the number of skilled workers who live within easy reach of Greater Parramatta.

Across Greater Sydney significant areas have already been committed to growth and change. At the same time the NSW Government is allocating unprecedented levels of investment in transport, education and health. This is alongside investment in arts and cultural facilities across the region.

However, there is room to better align growth with infrastructure by identifying place-based infrastructure priorities. This would take into account the capacity of existing infrastructure and

existing infrastructure commitments and programs such as Special Infrastructure Contributions, affordable housing initiatives, social housing programs and augmentation of utilities.

Planning decisions need to support new infrastructure in each city – including cultural, education, health, community and water infrastructure – to fairly balance population growth with infrastructure investment. Decisions are required to equitably enhance local opportunities, inclusion and connection to services. In this way infrastructure provision can move from a focus on network-based services to a place-based service approach.

Aligning land use and infrastructure planning will maximise the use of existing infrastructure. A growth infrastructure compact could be used to align infrastructure with growth. This approach is being piloted in Greater Parramatta and the Olympic Peninsula (GPOP).

This compact would identify possible scenarios for land use and infrastructure to assess optimal land use, infrastructure investment and community outcomes. The outcomes of the pilot will potentially inform government on how the growth infrastructure compact could provide an important benchmark for understanding the relative costs and benefits of new development.

The growth infrastructure compact could also provide greater context for coordination with infrastructure delivered by local governments. In time, and as appropriate, this approach could be expanded to include local infrastructure requirements.

In the Central City District many areas have already been identified for, or are experiencing, significant growth. These include Planned Precincts along the Sydney Metro Northwest corridor, new communities in the North West Growth Area and Planned Precincts and Urban Transformation Precincts such as Seven Hills, Wentworthville, Westmead, Granville and Auburn. These growth areas and precincts will need to be linked to a variety of employment opportunities, infrastructure and services.


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

In terms of transport planning, new public transport services and infrastructure such as rideshare, car sharing and other emerging modes that complement

public transport will help connect residents to their nearest strategic or metropolitan city centre within 30 minutes.

In other areas, traditional facilities such as libraries are being reimagined as community hubs.

Planning and investment in infrastructure is essential to attracting and retaining jobs in the Central City District and enhancing the liveability of existing and new communities with improved access to parks, sporting fields, schools and childcare facilities.

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



Parramatta

Planning Priority C2

Working through collaboration

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding action:

Objective 5

Benefits of growth realised by collaboration of governments, community and business.

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

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

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

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

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

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

The responsibility for creating great places does not rest with any one organisation. As a non-statutory initiative, Collaboration Areas offer a new way of working to deliver improved planning outcomes in areas experiencing unprecedented growth and change. Collaboration Areas are a place-based process led by the Greater Sydney Commission to address complex issues that require cross-stakeholder solutions. This will be undertaken by identifying and aligning the activities and investments of government and stakeholders, based on evidence, to deliver significant regional and district liveability, productivity and sustainability outcomes.

Other collaboration roles by the Commission include providing expert advice on significant regional and district collaborations led by other State agencies such as NSW Department of Planning and Environment's Planned Precincts.

Each Collaboration Area starts with a Collaboration Area Agreement. The Agreement is a governance tool that sets out the shared vision and purpose, outputs and membership of each Collaboration Area. The collaborative process is characterised by:

- **transparency:** share information openly
- **consistency:** speak with one voice about the Collaboration Area
- **respect:** recognise that everyone has a view to contribute
- **early involvement:** involve stakeholders throughout the process
- **exploration:** explore and understand all perspectives before finalising recommendations.

A tailored approach for each Collaboration Area is established through the following steps. Members of each Collaboration Area will:

- establish a shared vision for the area
- identify impediments and opportunities
- agree to priorities for the Collaboration Area
- identify projects and initiatives to deliver the vision.

These elements will be documented in a Place Strategy which will identify the roles of State agencies and local councils, governance arrangement, strategies and actions required to deliver the desired outcomes for the area. It is also likely that these outcomes will be reflected in updates to the District Plan to provide enhanced clarity on the priorities for the area and provide certainty to the community and the private sector, and inform the NSW Government's investment and policies to creating great places (refer to Planning Priority C6).

In the Central City District, the Commission is leading the GOP Collaboration Area to:

- grow the Westmead health and education precinct as a world-class innovation district
- increase the attractiveness and productivity of Parramatta CBD
- coordinate and optimise urban renewal opportunities to deliver greater liveability outcomes
- promote advanced technology and knowledge sectors on industrial and urban services land
- align infrastructure delivery with urban renewal (refer to Planning Priority C8).

Other State Government collaborative processes in the District include:

- **North West Growth Area**, led by the NSW Department of Planning and Environment, which will achieve place-based outcomes in centres such as Marsden Park, where better alignment of land use and infrastructure planning can boost economic activity and deliver local jobs for the surrounding communities.
- **Sydney Metro Northwest Urban Renewal Corridor**, led by the NSW Department of Planning and Environment, which will bring together the Commission, The Hills Shire Council, Transport for NSW, Landcom and other State agencies to maximise the land use benefits of transport infrastructure.

Examples of council-led collaborative processes include:

- **Cumberland's Employment and Innovation Lands Strategy**, an initiative led by Cumberland Council which involves collaboration with stakeholders such as tertiary institutions, State agencies and the private sector to develop a land use planning framework to set the direction for employment and innovation land within the local government area.
- **Epping Town Centre**, where Parramatta City Council is leading the review of planning controls and the Commission is collaborating with Council and other State agencies to address social infrastructure, traffic, heritage and commercial land issues.


Planned Precincts will be consistent with the objectives and strategies of *A Metropolis of Three Cities* and the relevant District Plan. They will be delivered in collaboration with councils and informed by the asset plans of relevant agencies.

Planned Precincts will be supported by a Special Infrastructure Contribution or similar satisfactory arrangement to help fund the delivery of essential community infrastructure such as health facilities, schools, open space and roads.

Greater Sydney Green Grid and improvements to regional open space will be delivered by collaboration between the Greater Sydney Commission and councils through the administration of the Metropolitan Greenspace Program (refer to Planning Priority C16).

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

Collaboration	Agency	Focus
Western Sydney City Deal	Australian; NSW and local government	City Deal commitments: <ul style="list-style-type: none"> - connectivity - jobs for the future - skills and education - liveability and environment - planning and housing - implementation and governance
Collaboration Areas	Greater Sydney Commission	Place-based process including: <ul style="list-style-type: none"> - identification and resolution of impediments to deliver - the region and district plans - strategy drivers: productivity, liveability and sustainability - coordinated investment and infrastructure alignment - whole-of-government considerations - issue-specific demonstration focus
Growth Areas Urban Renewal Corridors	NSW Department of Planning and Environment	Transformative corridor delivery including: <ul style="list-style-type: none"> - new land release areas - city-shaping transport investment and urban renewal - infrastructure schedules and funding options
Planned Precincts	NSW Department of Planning and Environment	Transformative precinct delivery: <ul style="list-style-type: none"> - targeted development focused on housing diversity around a centre and transit node/rail station - infrastructure schedules and funding options
Urban Transformation	UrbanGrowth NSW Development Corporation and Landcom	Project delivery: <ul style="list-style-type: none"> - focus on optimisation of government-owned land and urban renewal

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



Parramatta CBD



Directions for liveability



A city for people

Planning Priority C3

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

Planning Priority C4

Fostering healthy, creative, culturally rich and socially connected communities



Housing the city

Planning Priority C5

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



A city of great places

Planning Priority C6

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

3

Liveability

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

Improving liveability is about creating and renewing great places, neighbourhoods and centres. This requires place-based planning and design excellence that builds on local strengths and focuses on public places and open spaces.

The Central City District is made up of a network of distinct centres, places and landscapes that are home to a diversity of people and cultures. It attracts people from across Greater Sydney and offers a welcoming and affordable lifestyle for a growing population.

The Central City District is a place of changing built form and urban fabric. Historically, the District constituted the industrial core of Greater Sydney. Significant and unprecedented investment in public transport is now enabling urban revitalisation for a new pattern of high density transit-oriented living.

The sheer volume of infrastructure spending is enabling Australia's biggest urban renewal in GPOP – a magnet for human talent, innovation and creativity. In the north of the District, Sydney Metro Northwest, Australia's first fully automated metro rail system will facilitate housing and jobs growth around new stations at Castle Hill, Showground, Norwest, Bella Vista, Kellyville and Cudgegong Road.

As the District's 2016 population of around 970,000 increases, it is ageing. By 2036, the number of residents over 65 is expected to grow by 106 per cent (an additional 122,100 people). The number of single-person households is expected to grow by 81 per cent, although couples with children are expected to remain the dominant household type.

These changes in population characteristics mean there will be comparatively fewer working age people (20–64 years) living in the District¹ (refer to Planning Priority C6).

Together with overall population growth of around 550,500 (2016–2036), these demographic changes mean that an additional 207,500 homes will be required across the District by 2036.

Infrastructure investment will unlock development capacity in the Greater Parramatta Growth Area, along the Parramatta Road and Sydney Metro Northwest corridors and in the North West Growth Area.

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

The 30-minute city will guide decision-making on locations for new jobs and housing and the prioritisation of transport, health, schools and social infrastructure. This will facilitate the co-location of infrastructure in metropolitan and strategic centres and more direct public transport to these places.

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

- C3. Providing services and social infrastructure to meet people's changing needs.
- C4. Fostering healthy, creative, culturally rich and socially connected communities.
- C5. Providing housing supply, choice and affordability, with access to jobs, services and public transport.
- C6. Creating and renewing great places and local centres, and respecting the District's heritage.

Planning Priority C3

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

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategies:

Objective 6
Services and infrastructure meet communities' changing needs.

As the District's population grows, major demographic changes are also occurring. Planning must recognise the changing composition of population groups in local places and provide services and social infrastructure that meet the changes in people's needs through different stages of life.

This requires integrated planning and collaboration, including consideration of both the provision of services, and the overall health and well-being outcomes for the community and intergenerational equity.

Population projections show distinct differences in projected growth in some age groups in the District's local government areas (refer to Figures 3 and 4). The greatest increase in population is expected in the Parramatta Local Government Area (177,900 additional people by 2036) due to the anticipated urban renewal in the area. Growth is also expected in Blacktown (172,400 additional people by 2036), The Hills (125,350 additional people by 2036) and Cumberland (75,000 additional people by 2036) local government areas.

Growth increases demand on existing services and infrastructure, including sport and recreation facilities that are, in some cases, at or nearing capacity. Integrated and targeted delivery of services and infrastructure is needed to support growth and take account of existing levels of provision and use, while also responding to changing demands over time and in different places. Residents need the right local mix of services, programs and infrastructure to meet their needs.

Facilities can be the focus of neighbourhoods with the co-location of schools, youth and health

services, aged care, libraries, community and cultural facilities, parks and recreation. These facilities need to be accessible with direct and safe walking and cycling connections that can be used by people of all ages and abilities. This encourages people to be more physically and socially active, improves health outcomes and enhances the overall liveability of a neighbourhood or centre.

Improving safety, accessibility and inclusion by co-locating activities benefits all residents and visitors. When supported by a fine grain urban form and land use mix which provides a greater diversity of uses and users, liveability can be improved.

Creating opportunities for increased shared use and more flexible use of under-utilised facilities such as schools, sports facilities, halls and creative spaces can support growth and respond to the different needs of local demographic groups. Multipurpose and intergenerational facilities are the key to better use of, and access to, infrastructure and services in urban renewal and land release areas.

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

Integrated and targeted delivery of services and infrastructure is needed to support growth and respond to the different needs of population groups. Accessible local health services and regional health infrastructure such as hospitals are important for all people across the District. Western Sydney Local Health District focuses on healthy communities through community health services, obesity prevention and promotion of a healthy built environment (refer to Planning Priority C4).

Cemeteries and crematoria are key social infrastructure that also need to be accessible geographically and economically, and reflective of a diversity of cultures and backgrounds. A growing Greater Sydney requires additional land for burials and cremations with associated facilities such as reception space and car parking.

Children and young people

Over the 20 years to 2036, projections show an expected increase of 32,350 in children aged four years and younger, with 34 per cent of the growth anticipated in Parramatta, 32 per cent in Blacktown, 21 per cent in The Hills and 13 per cent in Cumberland local government areas.

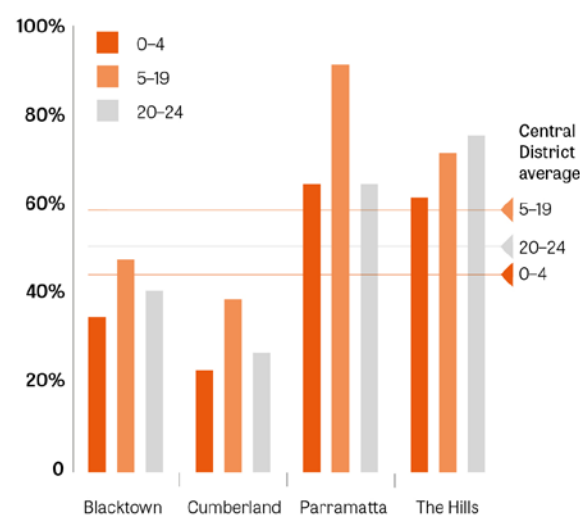
Planning for early education and child care facilities requires innovative approaches to the use of land and floor space, including co-location with compatible uses such as primary schools and office buildings, close to transport facilities.

The NSW Department of Education estimates an extra 89,360 students will need to be accommodated in both government and non-government schools in the Central City District by 2036. Blacktown and Parramatta local government areas will each take up 32 per cent of the District's increase in school-aged children, followed by The Hills (23 per cent) and Cumberland (14 per cent) local government areas.

The NSW Department of Education's high-level *School Assets Strategic Plan Summary 2017* coordinates planning for, and delivery of, both new and expanded schools. It encourages the joint and shared use of school facilities with local government and the private sector as innovative way to provide school infrastructure. Schools Infrastructure NSW, a specialist unit within the Department, will undertake school community planning and deliver the education infrastructure program, working with other State agencies and community groups to develop schools as community hubs.

Schools help to create and support inclusive and vibrant neighbourhoods. Planning for new schools, and the use of existing schools must respond to growth and changing demand in innovative ways such as more efficient use of land, contemporary design, greater sharing of spaces and facilities, and flexible learning spaces. Safe walking and cycling links to schools encourage young people to be more active and better connect schools with local communities. This can reduce local congestion around schools, improving safety for children and families.

Figure 3: Central City District projected population change 2016–2036 by local government area: 0–4, 5–19 and 20–24 years



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

The design and management of open spaces, cultural spaces and the public realm needs to consider the needs of children and young people (refer to Planning Priority C6).

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

The Hills and Parramatta local government areas are projected to see the largest increase in people aged 20–24 years across the District between 2016 and 2036 (76 per cent and 65 per cent respectively).

The Central City District provides tertiary and vocational education and training facilities that allow people to gain and refine skills for employment and connect with other people in the community. These include the Western Sydney University campuses in Westmead, Parramatta CBD and Rydalmere, University of Sydney campus in Westmead, and TAFE campuses in Blacktown, Castle Hill, Baulkham Hills, Parramatta, Lidcombe and Granville. TAFEs and universities are employment hubs for knowledge-intensive industries.

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 recognises the need for schools, TAFEs and university level educational infrastructure with a focus on good design.

Older people

A 183 per cent proportional increase in people aged 85 and over, and a 95 per cent increase in the 65–84 age group, is expected by 2036. This means 16 per cent of the District’s population will be aged 65 or over in 2036, up from 11 per cent in 2016.

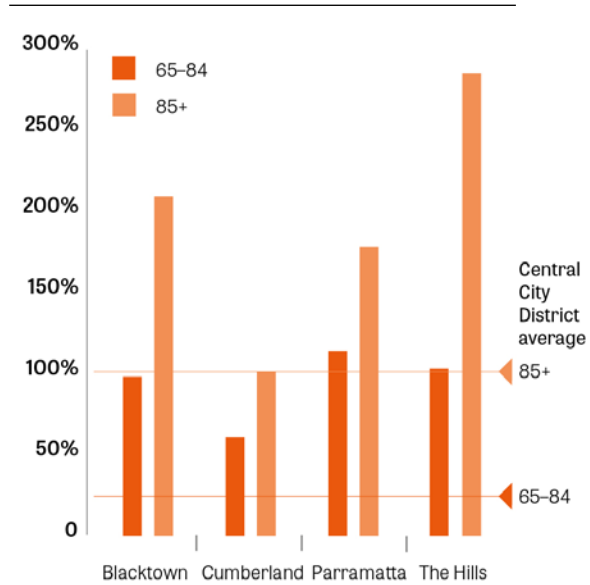
Parramatta and The Hills local government areas have the largest projected growth in the 65 to 84 age groups.

More diverse housing types and medium density housing, as well as the design of walkable neighbourhoods, will create opportunities for older people to continue living in their community, where being close to family, friends and established health and support networks improves people’s wellbeing².

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

The NSW Ageing Strategy 2016–2020, prepared by the NSW Department of Family and Community Services, responds to the opportunities and challenges of the ageing population. This strategy focuses on five priority areas including health and wellbeing, working and retiring, housing choices, getting around and inclusive communities.

Figure 4: Central City District projected population change 2016–2036 by local government area: 65–84 and 85 years and over



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

Accessibility

Public places including streets, parks, shopping precincts and community facilities must be designed so that people of all ages and abilities can participate in community life. In addition to the rapidly ageing population, the District includes over 44,000 people with a disability³. Walkable places and homes of universal design are essential to provide opportunities for the participation of all people.

Universal design of places, homes and public transport is increasingly required as the population grows and demographics change. It is a key part of planning for 30-minute cities ensuring that children, young people, people with disability and older people can easily access services.

Neighbourhoods, streets and transport also need to be safe and designed in accordance with the of Crime Prevention Through Environmental Design.

This focus on accessibility, inclusion and safety when designing and building neighbourhoods, public transport and transport interchanges, places and homes will encourage a greater cross-section of people to lead physically active and socially connected lives. This is especially important for the health of people ageing in community and also benefits people with a disability and families.

Joint and shared use

Infrastructure can be adapted and shared for different uses – school and open space facilities can be used for community, sports, arts, screen, cultural and recreational use when they are not otherwise required. Creating opportunities for increased shared use and more flexible use of under-utilised facilities can support growth and respond to the different needs of local demographic groups. In new developments providing multipurpose and intergenerational facilities can support better access to and use of infrastructure.

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

Joint and shared use of facilities is encouraged to make school assets available to the community outside school hours and to give schools access to community facilities.

Joint use involves a school and a community partner funding shared facilities, such as building and operating a sportsground with a local council.

Shared use is where a school allows community use of school facilities during out-of-school hours.

Each neighbourhood has facilities such as libraries, community centres, adult education, sport and recreation facilities that enhance and promote social connections and networks within the community.

Schools are an important example of these social connectors. Where shared use of these facilities is achieved, its function as a community hub is significantly enhanced (refer to Planning Priority C4).

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




Wentworth Point

Established partnerships between local councils and the NSW Government for shared use of school facilities in the Central City District include a joint-use agreement between The Hills Shire Council and the NSW Department of Education that enables co-utilisation of a new outdoor sporting field and an indoor sports centre at Kellyville South Public School. Similarly, a joint-use agreement between City of Parramatta Council and the NSW Department of Education enables the upgrading of the existing pool at Macarthur Girls High School to provide learn-to-swim services and limited community access, allowing Council to continue delivering aquatic services while plans for a new aquatic facility for Parramatta are finalised.

In the Western Sydney Parklands, Blacktown City Council has committed to developing a new animal holding facility. The facility could be shared with other councils and will accommodate a growing demand for animal holding services in Greater Sydney.

Related government initiatives:

- NSW Government *Mapping the NSW Budget 2017-18*
- NSW Government *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*
- Livable Housing Australia 2017 *Livable Housing Design Guidelines*
- NSW Department of Education 2017, *School Assets Strategic Plan summary*
- Office of the Advocate for Children and Young People *NSW Strategic Plan for Children and Young People, 2016-2019*
- NSW Family and Community Services *The NSW Ageing Strategy 2016-2020*
- NSW Health Western Sydney Local Health District *Strategic Priorities*
- NSW Health Western Sydney Local Health District *Strategic & Healthcare Services Plan Strategic Priorities in Health Care Delivery to 2021*

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

Planning Priority C4

Fostering healthy, creative, culturally rich and socially connected communities

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 7

Communities are healthy, resilient and socially connected.

Objective 8

Greater Sydney's communities are culturally rich with diverse neighbourhoods.

Objective 9

Greater Sydney celebrates the arts and supports creative industries and innovation.

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

Healthy and active lifestyles

Research identifies three key aspects of the built environment that support healthy lifestyles and improved health outcomes: strong social connections, physical activity and access to fresh food⁴. Consequently, the design and management of streets, places and neighbourhoods are essential to improved mental and physical health outcomes. These aspects of a healthy built environment are important preventative responses to the incidence of chronic lifestyle diseases like obesity and type 2 diabetes. This is important as around 49 per cent of the adult population in the Central City District are overweight or obese⁵.

Walkable streets that provide direct accessible and safe pedestrian and cycling connections from homes to schools, daily needs and recreation

facilities can encourage greater physical activity and social connection. Delivering fine grain urban form and local mixed-use places can provide better access to local retailers of fresh food, together with opportunities for people to participate in arts, recreation and cultural activities.

Connectivity of, and access to, diverse open spaces and opportunities for recreational physical activity are also essential to improved mental and physical health outcomes. Sport and active lifestyles provide many social, cultural and health benefits. The Office of Sport is working in collaboration with key partners, including councils to develop a Sport and Recreation Participation Strategy and a Sport and Recreation Facility Plan for each district during 2018 and 2019. The plans will include local and regional sport facilities, that provide a strong foundation for participation in sport and active recreation.

Diverse neighbourhoods

Greater Sydney, like many global cities, has a diversity of people from differing socio-economic circumstances and a range of social, cultural, ethnic and linguistic backgrounds. This cultural richness brings to the region a wide array of skills, languages, cultures and experiences. It gives identity and distinctive character to Greater Sydney's neighbourhoods and centres. As the District grows and changes, supporting social connections, and cultural and creative expression will build resilience through understanding, trust and neighbourliness.

The District includes social housing estates in places like Mount Druitt. Targeted local responses to address spatial variations in socio-economic disadvantage across the District are required, particularly in neighbourhoods that experience greater disadvantage. This includes creating communities where social housing is part of the same urban fabric as private and affordable housing, has good access to transport and employment, community facilities and open spaces which can therefore provide a better social housing experience.

The Central City District is home to people from many cultural and social backgrounds. Forty-seven per cent of residents in the District are from 206 countries including India, China, Philippines, South Korea and New Zealand. As a result, 50 per cent of the District's population speak more than 200 non-English languages in their homes. This is substantially higher than the 40 per cent average across Greater Sydney⁶.

The top four languages other than English are Arabic (11.8 per cent), Mandarin (11.7 per cent), Cantonese (7.5 per cent) and Hindi (6.6 per cent).

In Cumberland Local Government Area, 69 per cent of people speak 153 languages other than English. Arabic is the most commonly spoken language other than English in the local government area. In Parramatta Local Government Area, residents speak 147 languages other than English with Cantonese, Mandarin and Korean being the most commonly spoken languages.

The Central City District is home to refugees from many parts of the world. Blacktown, Cumberland and Parramatta local government areas are declared Refugee Welcome Zones and each council has made a commitment in spirit to welcoming refugees into communities and celebrating their diversity of cultures. For example, Blacktown has become a hub for support services and amenities for many Sudanese settlers, with churches and organisations such as SydWest Multicultural Services playing a supporting role.

A diversity of housing types provided through urban renewal, local infill (such as missing middle) and new communities in land release areas supports the many household types and different community needs (refer to planning Priority C5).

Place-based planning in the District's culturally diverse neighbourhoods utilises engagement that recognises the different ways people participate (refer to Planning Priority C6). Many councils have targeted approaches that consider specific linguistic or other needs to support greater participation. A better understanding of people's social and economic aspirations and specific needs achieved through engagement and participation, enhances inclusion and identifies culturally appropriate responses to local needs, to deliver improved health and wellbeing outcomes.

Aboriginal people

The District's Aboriginal people, their histories and connections to Country and community make a valuable and continuing contribution to the District's heritage, culture and identity.

Supporting Aboriginal self-determination, economic participation and contemporary cultural expression through initiatives such as the development of culturally-appropriate social infrastructure, will strengthen the District's identity and cultural richness.

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

As this District Plan is implemented, engagement with Aboriginal communities will be founded on self-determination and mutual respect, and to foster opportunities for economic participation, culturally appropriate social infrastructure and contemporary cultural expression.

Supporting creative enterprise and cultural expression

Cultural expression and creative expression promote understanding of people's experiences. Place-based planning will build on the District's artistic, heritage, cultural, volunteering and creative strengths.

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

Cultural diversity is celebrated by the communities of the Central City District and includes cultural events and celebrations such as NAIDOC Week, National Reconciliation Week, Parramasala, Tropfest, the Arab Film Festival, the Orange Blossom Festival, the Lunar New Year Festival, the Cherry Blossom Festival, the Africultures Festival, the Country Rocks Festival at Bella Vista and the Maltese Folkloric Festival.

The District's artistic and cultural experiences are supported by:

- arts and cultural facilities such as Cumberland's Peacock Gallery, Granville Regional Arts and Community Recreation Centre (due for completion in 2019), the Blacktown Arts Centre, Parramatta Riverside Theatres, Parramatta Artists' Studios, Form Dance Projects, Western Sydney Dance Action, the Museums Discovery Centre, Sydney Olympic Park and Parramatta public art trails, Rouse Hill House and Farm, Elizabeth Farm and local public libraries
- open spaces and recreational facilities such as Parramatta Park, Lake Parramatta, Blacktown International Sportspark, Auburn Botanic Gardens, Bicentennial Park and the parklands of Sydney Olympic Park, Bella Vista Farm Park, Balcombe Heights Estate and Castle Hill Showground.

Creative and cultural expression are also a hallmark of innovation, and innovation underpins the productivity of a 21st century city. Creative industries – a core element of an innovative economy – have a growing role in the District's productivity, with creativity, entrepreneurship, technical ability and collaboration being essential skills for the future workplace.

Support for a range of creative enterprises and opportunities for cultural expression will expand arts and cultural institutions, and encourage audience and artist participation. Locations to consider for creative industries and cultural enterprises may include underutilised mixed-use areas, ground level commercial or declining high streets. In particular, providing better and more opportunities for creative industries to collaborate with health and education can facilitate local innovation.

The NSW Cultural Infrastructure Program Management Office is working with Infrastructure NSW to develop a cultural infrastructure strategy, which will include strategies and actions for Greater Sydney. Continued investment in the arts, screen and cultural sector attracts a skilled workforce and encourages innovation in other sectors.

Local cultural and arts networks such as those that centre on facilities like the Parramatta Artists' Studios recognise that place-based can develop local artistic and creative culture. However more facilities to support arts and culture are required in the Central River and Western Parkland cities to balance opportunities across the three cities.

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

Greater use of the public realm for temporary uses, and vacant or under-utilised commercial spaces for arts, events and creative uses can support activation of places and encourage participation. Investigation of options to reduce the regulatory burden for arts, creative and temporary uses as well as the night-time economy is needed for regulations to be commensurate with the activity. This may require measures such as simplifying development approval processes or increasing the application of exempt and complying development provisions to these uses.

The provision of arts and creative spaces in areas experiencing significant urban renewal will further support local identity and innovation.

Supporting social connections

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

Grace's Place

Grace's Place is a residential recovery centre for children traumatised by homicide, to be built in Doonside on land made available by Blacktown City Council and the Western Sydney Parkland Trust. The project is a leading example of how government and community can collaborate to support local communities.

The multi-faceted nature of social networks and connections are illustrated in Figures 5 to 8. These maps illustrate concentrations of some key social connectors in and around some local centres, which provide opportunities for people to connect with one another. They include:

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

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

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

These social connectors are a major element of the characteristics on which the local identity and distinctive functions of centres are built. For example, street life is particularly evident in the centres of Parramatta CBD, Granville, Auburn and Merrylands.

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

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

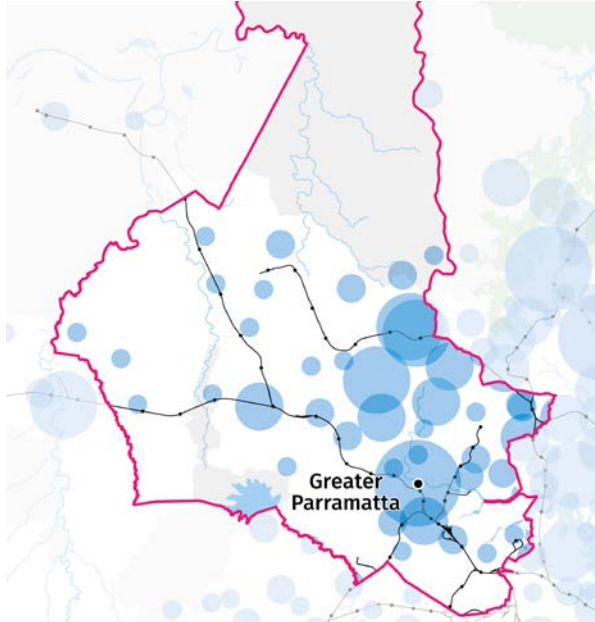
Place-based planning to enhance social connections within and across communities should focus these activities at the heart of neighbourhoods and in local centres to enhance social and economic participation. This co-location of social infrastructure with daily needs and other services helps build connections.

Related government initiatives:

- NSW Department of Planning and Environment 2017 [*Aboriginal Community Lands and Infrastructure Program*](#)
- NSW Government 2018 [*Cultural Infrastructure in NSW*](#)
- NSW Office of Sport [*A New Way of Delivering Sport and Active Recreation in NSW*](#)

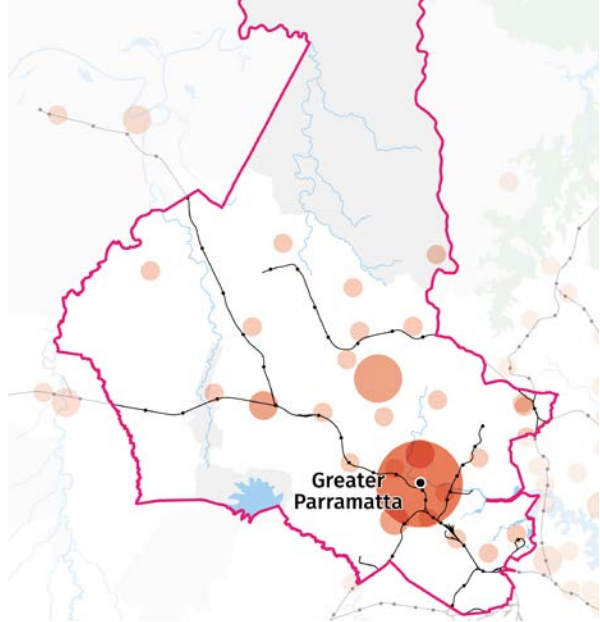
Central City District social connectors

Figure 5: Central City District social infrastructure



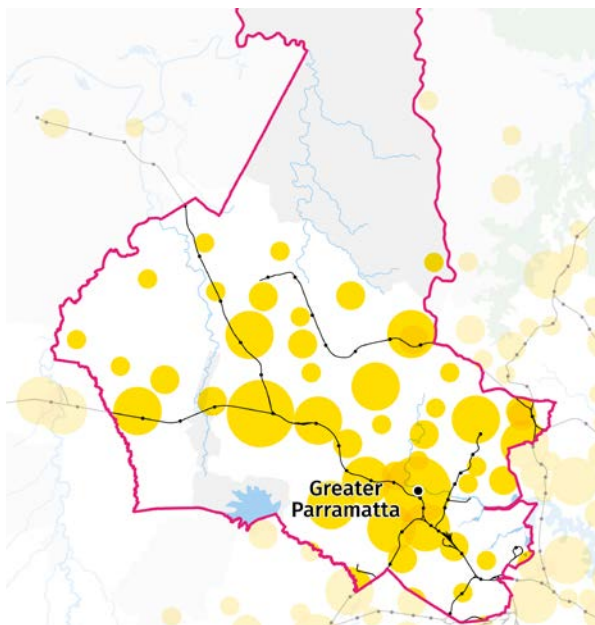
● Social infrastructure includes facilities such as community and neighbourhood hubs, sportsfields, clubs and courts, men’s sheds, pools and leisure centres

Figure 6: Central City District shared places



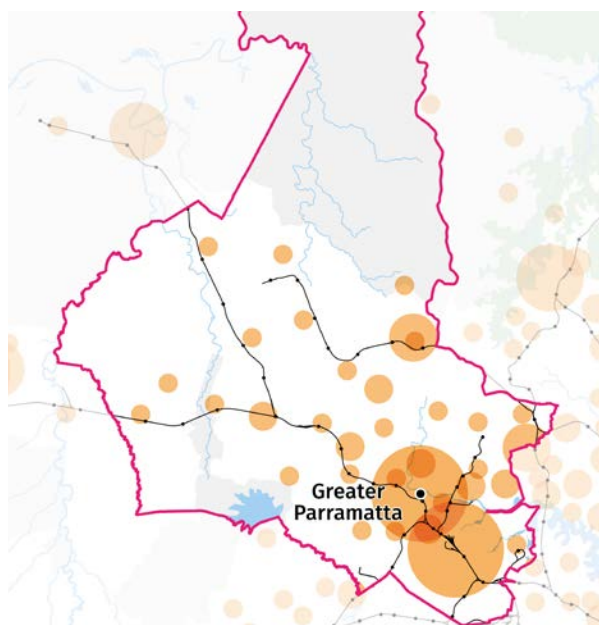
● Shared places include community gardens, co-working spaces and car sharing

Figure 7: Central City District learning



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

Figure 8: Central City District street life



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

Source: Greater Sydney Commission, 2017 adapted from Greater Sydney’s Social Capital Study (2017), Cred Consulting

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

Planning Priority C5

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

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives, the corresponding strategies and actions:

Objective 10
Greater housing supply.

Objective 11
Housing is more diverse and affordable.

A Metropolis of Three Cities sets out objectives to deliver housing supply and affordability. The location, type and cost of housing requires choices that have far-reaching impacts on quality of life, including time spent commuting, which affects people's ability to spend time with family or in the community.

The housing continuum recognises all types of housing from crisis and social housing through to market housing. Housing is more than just dwellings and needs to be considered in a local context with a place-based approach.

The NSW Department of Planning and Environment's projections of population and household growth in the Central City District translate to a need for an additional 207,500 homes in the period between 2016 and 2036.

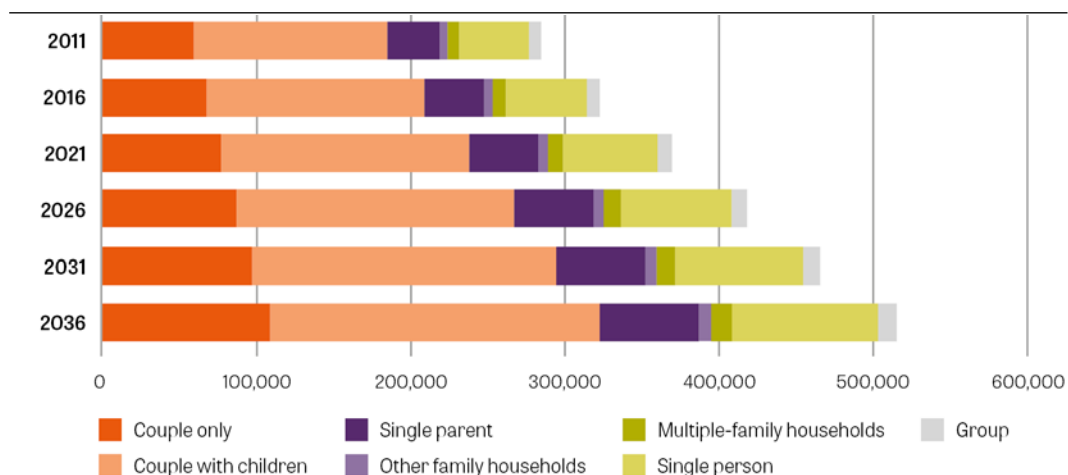
Housing diversity and choice

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

Planning for housing needs to consider the type of dwellings required to respond to expected changes in household and age structures (refer to Figure 9). The number of single person households is expected to increase by 81 per cent over the 20 years to 2036. The number of single-parent and couple-only households is also expected to increase. This requires more smaller homes, group homes, adaptable homes of universal design and aged care facilities.

At the same time, households comprised of couples with children will remain the highest proportion of households in the District.

Figure 9: Central City District projected household structure 2011–2036



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

Thirty five per cent of the District’s housing is provided as either apartment or medium density housing. Multi-unit dwellings can provide important housing for seniors and more affordable homes for young people. This needs to be balanced with medium density row, terrace and villa homes that provide diversity, especially for larger households. A diverse mix of housing can provide greater opportunities to cater for a range of changing needs.

Housing preferences

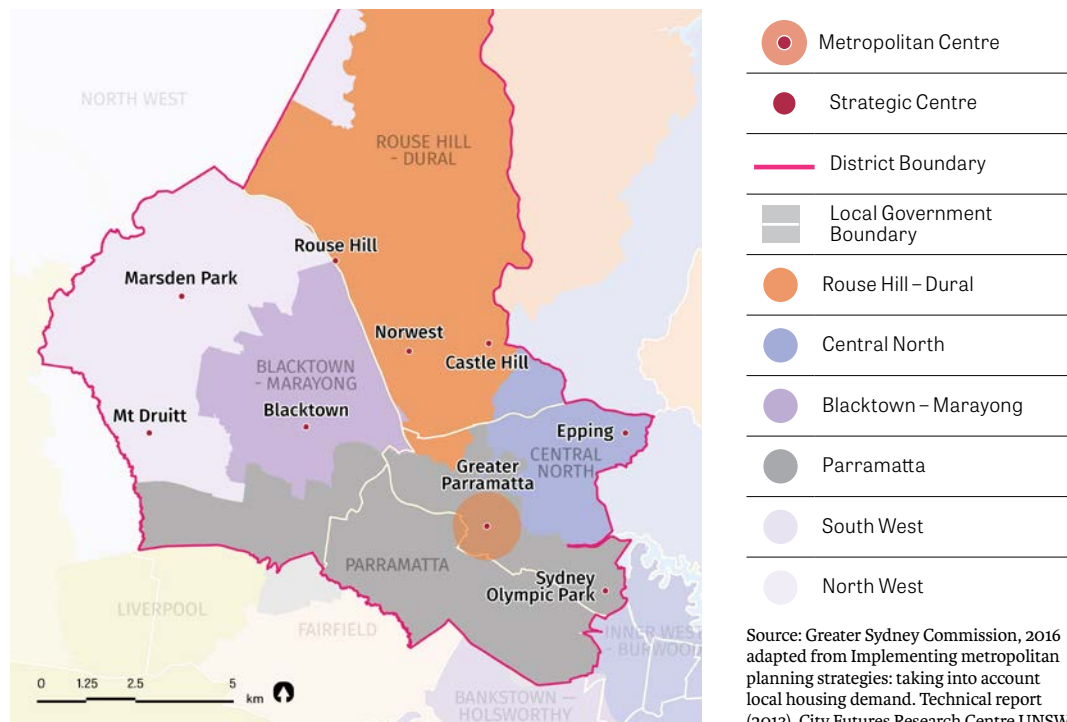
Research into housing preferences in Greater Sydney has shown that people generally prefer to remain within their local area, with 82 per cent of residents moving into a new home within 15 kilometres of their former residence⁷. In the Central City District, there are five housing market areas (refer to Figure 10).

- **Greater Parramatta housing market area** – which comprises of the whole of the Cumberland Local Government Area, the majority of the Parramatta Local Government Area, including the Greater Parramatta Growth Area, the Parramatta Light Rail project and the south of Blacktown Local Government Area

- **Rouse Hill-Dural** – which includes part of the Hornsby Local Government Area in the North District but mainly sits within The Hills Local Government Area in the Central City District
- **North West** – which extends from St Marys east into Blacktown and includes the majority of the North West Growth Area around Marsden Park as well as Richmond and Windsor
- **Blacktown-Murrayong** – which is contained entirely in the east of Blacktown Local Government Area, south of the North West Growth Area and contains Blacktown strategic centre
- **Central North** – which contains the whole of Lane Cove and Ryde local government areas as well as most of the urban areas of the Hornsby Local Government Area. A significant part of this housing market area stretches west to Carlingford and Parramatta Local Government Area.

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

Figure 10: Central City District housing market areas



Historic housing supply

The Central City District is growing at a rapid pace. Dwelling approvals and completions are at their highest levels in 18 years, with 11,095 dwelling completions in 2016–17.

In the five-year period between June 2012 and July 2017 more than 35,915 additional homes were completed across the District, representing around a quarter of Greater Sydney's dwelling completions⁸. This was more than 80 per cent higher than total dwelling completions in the previous five-year period.

Growth in the past five years was mainly concentrated in and around centres and along public transport corridors. The greatest number of dwelling completions occurred in the Parramatta Local Government Area (13,900) followed by Blacktown (11,200), The Hills (5,950) and Cumberland (4,750). After the City of Sydney Local Government Area, Parramatta and Blacktown local government areas produced Greater Sydney's highest number of new homes over the last five years.

Although more than 56 per cent of these recent completions are multi-unit dwellings, existing housing stock remains dominated by detached dwellings.

Multi-unit dwellings provide compact housing for seniors, homes for single people and more affordable homes for young people and young families. The remaining housing completions are medium density, comprising three to five units, new single dwellings or dual occupancy dwellings. These are more prevalent in the west of the District.

Over the past 10 years, the Central City District has had an annual average dwelling completions rate of 5,560. Forecast supply of housing growth in the Central City District has identified the potential for dwelling completions above this annual average in the next five years.

Current initiatives and opportunities

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

- Greater Parramatta Growth Area, incorporating housing in 12 precincts Westmead, Parramatta North, Parramatta CBD, Harris Park, Camellia, Rydalmere, the Carlingford Corridor (including Telopea and Dundas), Silverwater, Sydney Olympic Park and Carter Street, Wentworth Point, Parramatta Road and Homebush (in the Eastern City District)
- *Parramatta Road Urban Transformation Strategy*, including the Granville and Auburn precincts
- Sydney Metro Northwest Urban Renewal Corridor with Planned Precincts at Showground, Bella Vista Kellyville and Cudgong Road
- North West Growth Area, which includes the suburbs of Riverstone, Vineyard, Schofields, Marsden Park and Colebee
- Communities Plus project at Telopea as part of the Greater Parramatta Growth Area.

Other Planned Precincts outside of these areas include Epping, Seven Hills and Wentworthville.

The Planned Precincts will be consistent with the objectives and strategies of *A Metropolis of Three Cities* and this District Plan to enhance liveability, sustainability and productivity. These projects will be well planned and designed, delivered in collaboration with councils and informed by State agencies and their asset plans. This planning will be supported by a Special Infrastructure Contribution or similar satisfactory arrangement to help fund the delivery of essential community infrastructure such as health facilities, schools, open space and roads.

Beyond the urban renewal precincts, local government studies over the past 10 years have identified opportunities to increase capacity for housing supply in the Central City District.

More housing in the right locations

Creating capacity for new housing in the right locations requires clear criteria for where capacity is to be located. Accommodating homes needs to be linked to local infrastructure – both to optimise existing infrastructure and to maximise investment in new infrastructure. Opportunities for capacity that aligns with infrastructure can be realised by urban renewal, local infill developments and land release areas (refer to Figure 11).

Urban renewal

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

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

Locational criteria for urban renewal investigation opportunities include:

- alignment with investment in regional and district infrastructure which acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest, NorthConnex, WestConnex and Parramatta Light Rail
- other possible future investments such as Sydney Metro West and opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space including sporting facilities and transport
- accessibility to jobs, noting that over half of Greater Sydney's jobs are generated in metropolitan and strategic centres
- accessibility to regional transport, noting that high-frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport
- catchment areas within walking distance (10 minutes) of centres with rail, light rail or regional bus transport
- areas of high social housing concentration where there is good access to services, transport and jobs
- distance from special land uses such as ports and airports

Local infill development

Local infill development – the missing middle – refers to medium density housing such as villas and townhouses within existing areas, that provide greater housing variety.

Councils are in the best position to investigate and confirm which parts of their local government areas are suited to additional medium density opportunities. As part of their investigations councils should consider:

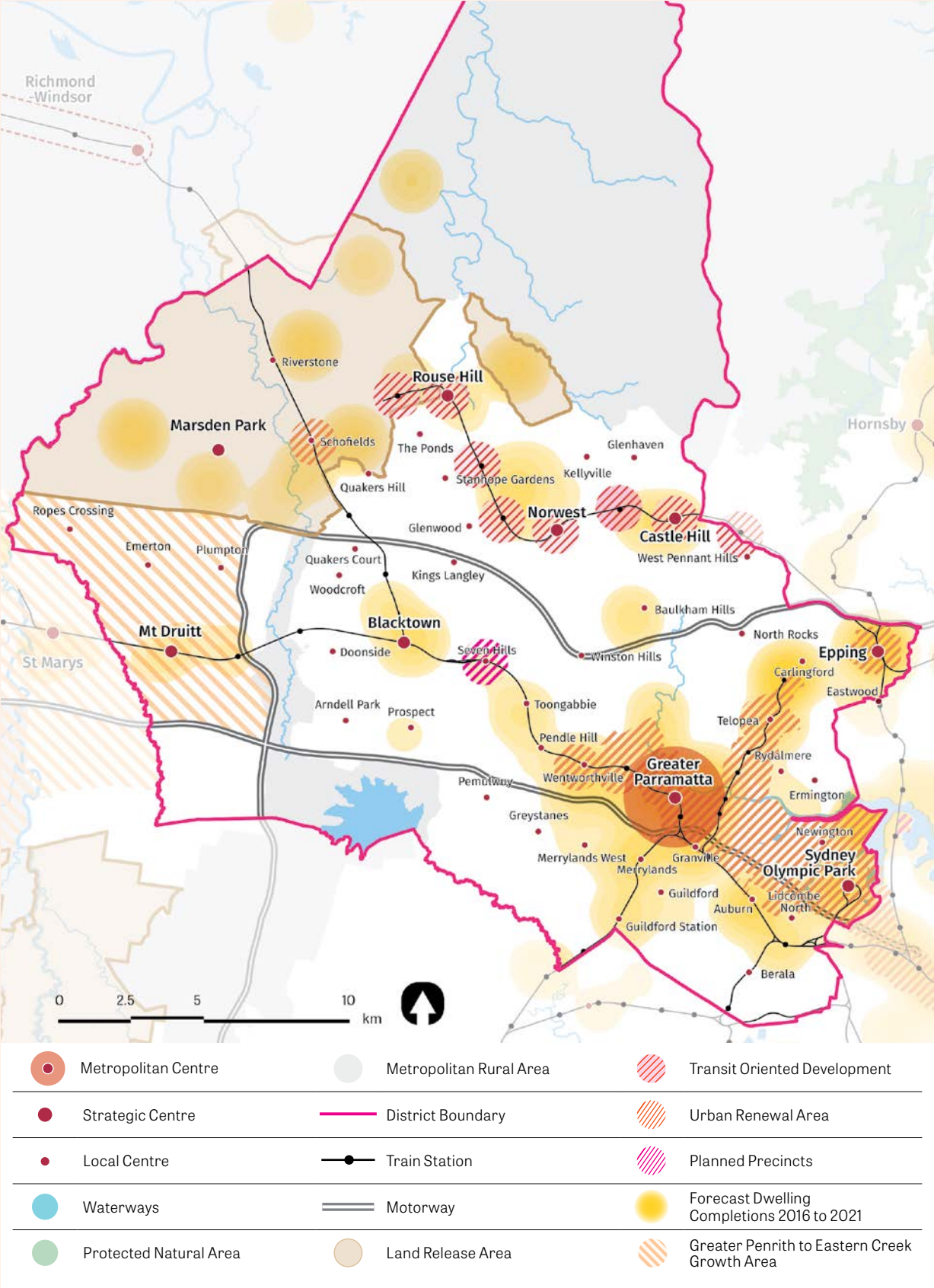
- transitional areas between urban renewal precincts and existing neighbourhoods
- residential land around local centres where links for walking and cycling help promote a healthy lifestyle
- areas with good proximity to regional transport where more intensive urban renewal is not suitable due to challenging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

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

New communities in land release areas

The Growth Area programs of the NSW Department of Planning and Environment guide the development of new communities in land release areas and provide significant capacity into the medium and longer term. These include the North West Growth Area.

Figure 11: Central City District future housing supply



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

Housing strategies

Housing strategies are to be prepared by councils for a local government area or district and given effect through amendments to local environmental plans. To deliver coordinated outcomes the development of housing strategies is to be aligned with councils' community strategic planning and to inform local strategic planning statements and local environmental plans. To address housing supply, housing strategies are to be developed by councils to:

- make provision for the anticipated growth associated with the 0–5 and 6–10 year housing targets (when agreed)
- align projected growth with existing and proposed local infrastructure and open space improvements (refer to Planning Priorities C1, C3 and C17)
- identify the right locations for growth, including areas that are unsuitable for significant change in the short to medium term
- identify capacity to contribute to the District's 20 year strategic housing target
- inform the Affordable Rental Housing Target Schemes for development precincts
- coordinate the planning and delivery of local and State infrastructure.

The NSW Department of Planning and Environment will prepare guidelines to support housing strategies as outlined in *A Metropolis of Three Cities* (Objective 10).

Housing targets

Table 2 sets five-year housing targets for the Central City District. These are based on the District's dwelling needs and existing opportunities to deliver supply. They include traditional detached and attached houses, apartments and granny flats.

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

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

LGA	0–5 year housing supply target: 2016–2021
Blacktown	13,950
Cumberland	9,350
Parramatta	21,650
The Hills	8,550
Central City District Total	53,500

Each council is to develop 6–10 year housing targets. The 6–10 year housing targets will be developed iteratively through the housing strategy. The strategy is to demonstrate capacity for steady housing supply into the medium term. Principles for housing are set out below and will be expanded on in Guidance Notes by the NSW Department of Planning and Environment.

Meeting housing demand over 20 years requires a longer term outlook. *A Metropolis of Three Cities* sets a District 20-year strategic housing target of 207,500 dwellings, equating to an average annual supply of 10,375 dwellings over 20 years, or approximately one in four of all new homes in Greater Sydney over the next 20 years. Each council will develop 6–10 year housing targets.

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

Housing principles

Housing strategies play an important role in planning for more liveable neighbourhoods and to meet housing demand by responding to the following principles:

- **Housing need:** the projected housing need and demographic characteristics of the existing and growing community, including different cultural, socio-economic and age groups and the availability of a range of housing types, tenures and price points.
- **Diversity:** including a mix of dwelling types, a mix of sizes, universal design, seniors and aged care housing, student accommodation, group homes, and boarding houses.
- **Market preferences:** market demand considerations that drive the take-up of housing, including local housing preferences .
- **Alignment of infrastructure:** opportunities to optimise transport infrastructure enabling access to jobs, health, education and recreation facilities, that align with State and local government infrastructure priorities (refer to 'More housing in the right locations').
- **Displacement:** managing potential impacts of growth on existing communities such as displacement by understanding the location and volume of affordable rental housing stock.
- **Amenity:** opportunities that improve amenity including recreation, the public realm, increased walkable and cycle-friendly connections to centres.
- **Engagement:** engaging the community on a range of options and neighbourhood priorities that can be integrated with new housing and benefit existing and future communities.
- **Efficiency:** opportunities for innovations in waste management, water and energy provision by determining the nature of growth, location and demand for utilities.

Key technical aspects of preparing a housing strategy to improve housing affordability and choice will be further supported by a new planning circular and guidelines to be prepared by the NSW Department of Planning and Environment.

Key aspects include:

- **Capacity:** land with potential for rezoning for residential development.
- **Viability:** the assessment of new areas and whether the capacity created is financially viable for a range of configurations (one, two, three or more bedrooms) and is consistent with market demand and planning controls.
- **Good design:** buildings that exhibit design excellence in neighbourhoods that are walkable, cycle friendly, connected to transport and services, and have a mix of land uses to support active healthy and socially-connected communities.
- **Environment:** green infrastructure including biodiversity and waterways, local features (such as topography, heritage and cultural elements, visual impacts, natural hazards such as flooding, special land uses and other environmental constraints) lot sizes, strata ownership and the transition between different built forms.
- **Mix:** a mix of housing types allows people to relocate within their local area and stay connected to community services, friends and family.
- **Supply:** land zoned for residential development, served by adequate infrastructure and ready for development projects.
- **Affordable rental housing:** through housing diversity for those on moderate incomes and affordable rental housing for low and very low-income households.
- **Local character:** recognising the distinctive and valued combination of characteristics that contribute to local identity.
- **Social housing:** more and better access to supported and/or subsidised housing.

- **Delivery:** the staging of enabling infrastructure, upgrades or expansions of local infrastructure such as schools, open space including sportsgrounds and community facilities.
- **Monitoring:** homes completed and ready for occupation.

A place-based planning approach to the development of housing strategies will help facilitate high quality urban outcomes including the creation of walkable neighbourhoods which support active and healthy lifestyles, as well as the creation and renewal of great places (refer to Planning Priority C6).

Affordable Rental Housing Targets

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

Research and testing of needs through stakeholder and community consultation reaffirms the critical importance of providing a diversity of housing across the housing continuum in Greater Sydney.

Ensuring a steady supply of market housing in locations supported by existing or planned services and amenity with an emphasis on public transport access is outlined in Objective 10 of *A Metropolis of Three Cities*.

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

A Metropolis of Three Cities includes Affordable Rental Housing Targets for very low to low-income households in Greater Sydney. Affordable Rental Housing Targets that are generally in the range of 5–10 per cent of new residential floor space are subject to viability. *A Metropolis of Three Cities* identifies the need for further work by the Greater Sydney Commission to support the implementation of the Affordable Rental Housing Targets including consideration of allocation, ownership, management and delivery models.

The NSW Department of Planning and Environment and the Greater Sydney Commission will also jointly investigate ways to facilitate housing diversity through innovative purchase and rental models. This collaboration will also develop mechanisms to deliver the Affordable Rental Housing Targets.

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

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

Related government initiatives:

- NSW Department of Community Services [*Future Directions for Social Housing in NSW*](#)
- NSW Government 2017 [*A fair go for first home buyers*](#)

 Actions	Responsibility
16. Prepare local or district housing strategies that address the following: <ol style="list-style-type: none"> a. the delivery of five-year housing supply targets for each local government area b. the delivery of 6–10 year (when agreed) housing supply targets for each local government area c. capacity to contribute to the longer term 20-year strategic housing target for the District d. the housing strategy requirements outlined in Objective 10 of <i>A Metropolis of Three Cities</i> that include: <ol style="list-style-type: none"> i. creating capacity for more housing in the right locations ii. supporting planning and delivery of growth areas and planned precincts as relevant to each local government area iii. supporting investigation of opportunities for alignment with investment in regional and district infrastructure iv. supporting the role of centres. 	Blacktown City Council City of Parramatta Council Cumberland Council The Hills Shire Council
17. Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements.	Councils and other planning authorities



Rouse Hill

Planning Priority C6

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

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 12

Great places that bring people together.

Objective 13

Environmental heritage is identified, conserved and enhanced.

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

Great places include all parts of the public realm such as open space, streets, centres and neighbourhoods and the interface with the private realm which includes residential, commercial and industrial streetscapes. They exhibit design excellence and start with, and focus on, open space and a people-friendly realm. They recognise and celebrate the local character of the place and its people.

To create great places, the mechanisms for delivering public benefits need to be agreed early in the planning process, so that places provide a combination of the following elements as set out in *A Metropolis of Three Cities*:

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

The District’s great places include local and strategic centres such as Greater Parramatta, Blacktown, Castle Hill, Rouse Hill and Merrylands; riverside neighbourhoods like Wentworth Point and Rydalmere; and major shopping precincts, and distinctive dining and night-time precincts such as Harris Park, Auburn and Granville.

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

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

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

As the population grows and demographics change, more high quality public places will be required in and around centres. Ground level places including streets, plazas, parks and recreation spaces provide places for community events, markets and festivals and for encouraging social interaction and active lifestyles. Growth and renewal will increase opportunities to expand and connect these places and to explore innovative public places, such as rooftops and podiums.

Streets as places

Streets are the most common places in any city. They connect and unite communities. The way streets meet people's different needs is fundamental to the way the city is experienced. Streets are important for moving people and goods between places, but are also important places for people and street life, enhancing social and economic participation. *A Metropolis of Three Cities* and *Future Transport 2056* adopt a common approach to balancing the dual functions of streets (refer to Figure 12).

Creating and renewing streets as great places is therefore key to improving liveability. Walkable places, particularly streets, need to be designed, built and managed to encourage people of all ages and abilities to walk or cycle for leisure, transport or exercise. Walkable neighbourhoods support an active street life, which enhances community connections, safety and the success of local businesses, and improves social and economic participation. Improving walkability should guide decision-making on locations for new jobs and housing and prioritisation of transport, health, schools and social infrastructure investments.

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

This occurs through the design and management of the street environment. The pattern and amount of road space allocated to pedestrians, cyclists, public transport and private vehicles and the speed of travel are important considerations. Where streets are destinations for shopping, dining, meeting friends, accessing transport or working, the design of streets affects the attractiveness, vitality and viability of a place.

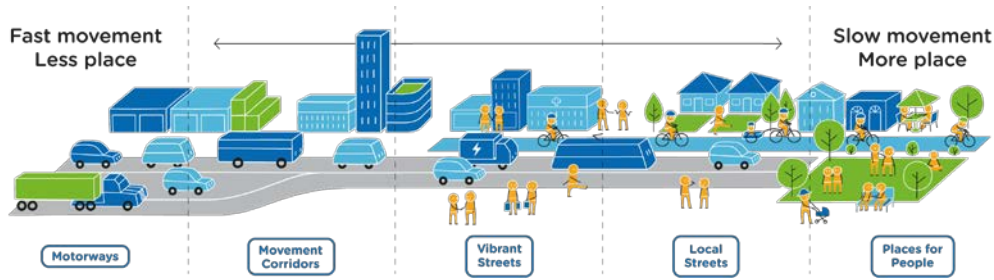
Leading a healthy and active life means substituting walking and cycling for short car journeys. More people can be encouraged to walk and cycle where there is a safe road environment and suitable pathways (refer to Greater Sydney Services and Infrastructure Plan Customer Outcome 3). This requires better improvements in:

- **Accessibility:** pathways need to be suitable for use by people of all ages and abilities.
- **Connectivity:** direct routes to local destinations and services are required along streets that allocate sufficient road space to safe walking and cycling. A permeable and well-connected urban form that has human scale and attractive streetscapes. In local streets with low traffic volumes safe cycling can be encouraged through design of the street environment for low vehicle speeds.
- **Amenity:** safe, direct and comfortable pathways for all people. Suitable pathways, pedestrian crossings of universal design, with appropriate lighting, shading, way finding, kerb ramps, rest points and natural surveillance provide comfortable and safe conditions for pedestrians with mobility constraints. The elderly, people with disabilities and therefore the whole community benefits, and all people are able to be more active and healthy.

In addition, provision of fine grain urban form and land use mix through the co-location of schools, retail services and transport infrastructure in local centres contributes to enhanced walkability as well as the viability of, and access to, great places, centres and public transport.

Transport for NSW is also establishing the Principal Bicycle Network, which will connect centres with high quality cycling routes.

Figure 12: Movement and place framework



Source: *Future Transport 2056* and Greater Sydney Commission

Places for people like Parramatta Square/Church Street Parramatta and Blacktown’s Main Street perform intense place functions with highly significant local pedestrian movements.

Vibrant streets like Macquarie Street, Parramatta are important places for street life and transport.

Local streets provide the principal opportunity for formal and informal connections with neighbours and the local community. They must also provide good local access.

Movement corridors like Parramatta Road provide safe, reliable and efficient movement between centres and neighbourhoods, whilst balancing the needs of the places and communities it passes through.

Local centres

Local centres include many of the District’s great places. From the cluster of local shops, vibrant main streets such as those at Auburn and Granville that provide culturally diverse eating and shopping experiences, to retail centres such as Merrylands. These local centres are highly accessible and provide an interchange for bus and rail networks linking to strategic centres. Centres such as Baulkham Hills also serve as community hubs.

Local centres are a focal point of neighbourhoods, and, where they include public transport and transport interchanges, they are an important part of a 30-minute city. While local centres are diverse and vary in size, they provide essential access to day to day goods and services close to where people live.

Future Transport 2056 identifies the importance of transport interchanges as places which will have a high level of accessibility which is enhanced as service frequencies and travel times are improved.

There will be potential for interchanges to deliver mixed-use, walkable, cycle-friendly centres and neighbourhoods. As service frequencies and travel times are improved, there is a need for Councils to consider local conditions through place-based planning that provides for centres around interchanges to grow and evolve over time.

Local centres also have an important role in providing local employment. Approximately 200 local centres include a supermarket with floor space greater than 1,000 square metres. These centres account for close to 18 per cent of all of Greater Sydney’s jobs (refer to Figure 13). The mapped local centres in Figure 13 are not an exhaustive list as there are many local centres without a supermarket that provide essential local functions, access to goods and services, social or community infrastructure or transport interchanges. Rural towns and villages also provide essential goods and services and are an important focus for the local community.

Principles for local centres

As part of the exhibition of the revised draft district plans, a number of councils recommended additions to the centres identified in Figure 13. As the management of local centres is predominantly led by councils the resolution of which local centres are important to each council will need to be assessed as part of their preparation of local strategic planning statements and local environmental plans. Councils will need to consider which centres:

- will be appropriate to accommodate additional housing as part of their housing strategy
- will need to grow to provide for the required goods and services of the community
- may also need to grow to deliver other roles for the community, such as recreation, cultural, arts and community hubs.

This hierarchy of local, strategic and metropolitan centres (including transport interchanges) should be informed by an evidence-based assessment of local and district-wide housing, employment, retail, commercial services and infrastructure demand.

An understanding of the identity, character, size, land use mix, function, catchment and potential of each local centre and the local centres hierarchy will inform housing strategies. Additional residential development within a five-minute walk of a centre focused on local transport, or within a 10-minute walk of a centre with city-shaping or city-serving public transport, will help to create walkable local centres. However, housing should not compromise a centre's primary role to provide goods and services, and the opportunity for the centre's employment function to grow and change over time. Place-based planning for centres should address the following principles:

- provide public realm and open space focus
- deliver transit-oriented development and co-locate facilities and social infrastructure
- provide, increase or improve local infrastructure and open space
- improve walking, cycling and public transport connections, including through the Greater Sydney Green Grid
- protect or expand retail and/or commercial floor space



Sydney Olympic Park

- protect or expand employment opportunities
- integrate and support arts and creative enterprise and expression
- support the night-time economy
- augment or provide community facilities and services, arts and cultural facilities
- conserve and interpret heritage values
- accommodate local festivals, celebrations, temporary and interim uses
- increase residential development in, or within a walkable distance of, the centre
- provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

A vibrant and safe night-time economy will enhance the social and recreational needs of communities across Greater Sydney. Planning for a night-time economy in centres includes supporting a range of small businesses such as retail, arts and cultural enterprises and events.

Heritage

Heritage and history are also important components of local identity and contribute to great places. The District’s rich Aboriginal cultural and natural heritage reinforces its sense of place and identity. A variety of local heritage items and heritage streetscapes also form part of the character of centres.

The District’s communities share heritage items and historic places such as the World Heritage-listed site of Old Government House and Government Domain historic precinct in Parramatta Park; State heritage-listed items such as Cumberland Hospital Prince Alfred Square, Prospect Hill, Prospect Reservoir and surrounds, Former Lidcombe Hospital and Cattai Estate; significant Aboriginal place listings, rock art sites and middens; and conservation areas. The District’s natural and cultural heritage values are reflected in its landscape and rural areas, water catchment areas and ridgelines.

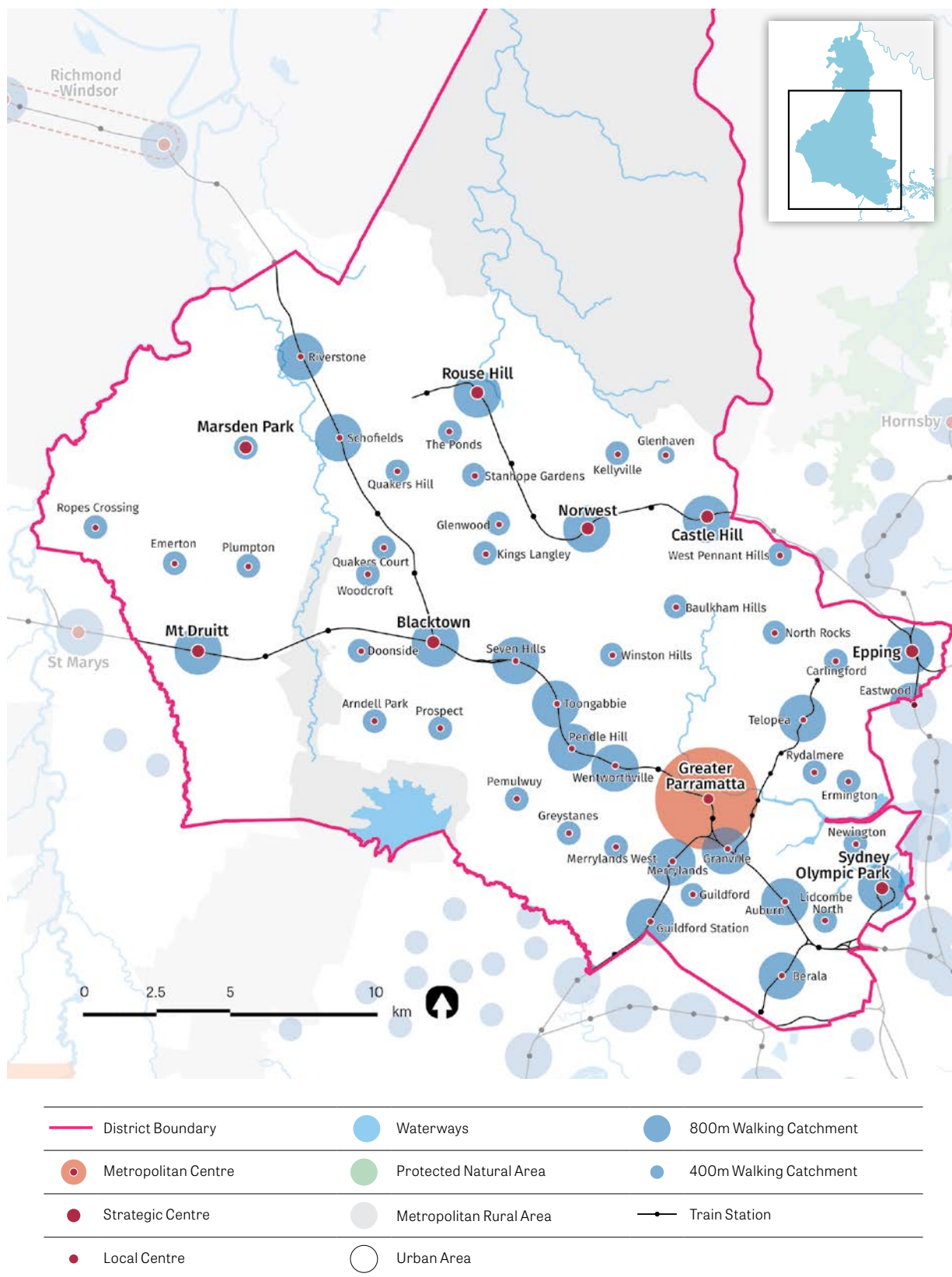
A variety of local heritage items and heritage streetscapes also form part of the character of centres throughout the District.

Identifying, conserving, interpreting and celebrating Greater Sydney’s heritage values leads to a better understanding of history and respect for the experiences of diverse communities. Heritage identification, management and interpretation are required so that heritage places and stories can be experienced by current and future generations.

Sympathetic built form controls and adaptive re-use of heritage are important ways to manage the conservation of heritage significance and new development. Respectfully combining history and heritage with modern design achieves an urban environment that demonstrates shared values and contributes to a sense of place and identity. It is particularly important for transitional areas, places experiencing significant urban renewal and where it is necessary to take account of the cumulative impacts of development on heritage values. Improved public access and connection to heritage through innovative interpretation is also required.

Understanding the significance and community values of heritage early in the planning process provides the greatest opportunity for conservation and management. Protection and management of heritage is a community responsibility undertaken by a broad range of stakeholders including Aboriginal people, State and local governments, businesses and communities.

Figure 13: Central City District – centres.



The map illustrates the approximate five-minute walking catchment around local centres serviced by local transport and the approximate 10-minute walking catchment around a centre focused on a mass transit stop. Actual walking catchments of 5-10 minutes will depend on local connections and conditions and should be determined using a place-based approach within which housing, retail and commercial growth opportunities need to be balanced and planned for by councils.

Place-based planning

Place-based planning is a design-led and collaborative way of examining the complexity of the city by viewing it as a mosaic of different places, each with unique potential and characteristics. It is a means of better understanding a place, and building relationships and collaboration to deliver a vision and solutions that respond to a place's potential.

Focusing on how specific places work and collaborative processes that recognise the value and need for local expertise, knowledge, responsibility and investment allows development of a shared vision and values.

People involved in the process vary depending on the circumstances, nature and scale of the task and may include the community, local businesses, residents, State and local governments and other stakeholders. A shared vision for a place that

resolves different perspectives and interests can then be created.

The shared vision and a spatial framework for a place provide the basis for future development, governance and allocation of responsibilities. The outputs of place-based planning detail how the vision will be implemented and the place activated, monitored and managed. Place-based planning is also a way of managing change over time through staging, sequencing and re-visioning that allows for continual adjustments and improvements.

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



Parramatta

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

Related government initiatives:

- Government Architect NSW 2017 *Better Placed: An integrated design policy for the built environment of New South Wales*

 Actions	Responsibility
1. Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by: <ol style="list-style-type: none"> prioritising a people-friendly public realm and open spaces as a central organising design principle recognising and balancing the dual function of streets as places for people and movement providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres integrating social infrastructure to support social connections and provide a community hub recognising and celebrating the character of the place and its people 	Councils, other planning authorities, State agencies and State-owned corporations
2. Identify, conserve and enhance environmental heritage by: <ol style="list-style-type: none"> engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place applying adaptive re-use and interpreting heritage to foster distinctive local places managing and monitoring the cumulative impact of development on the heritage values and character of places. 	Councils, other planning authorities, State agencies and State-owned corporations
3. Use place-based planning to support the role of centres as a focus for connected neighbourhoods.	Councils, other planning authorities, and State agencies
4. In Collaboration Areas, Planned Precincts and planning for centres: <ol style="list-style-type: none"> investigate opportunities for precinct based provision of adaptable car parking and infrastructure in lieu of private provision of car parking ensure parking availability takes into account the level of access by public transport consider the capacity for places to change and evolve, and accommodate diverse activities over time incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including changing stations. 	Councils, other planning authorities, and State agencies
5. Use flexible and innovative approaches to revitalise high streets in decline.	Councils, other planning authorities, and State agencies



Directions for productivity



A well-connected city

Planning Priority C7

Growing a stronger and more competitive Greater Parramatta



Jobs and skills for the city

Planning Priority C8

Delivering a more connected and competitive GPOP Economic Corridor

Planning Priority C9

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

Planning Priority C10

Growing investment, business opportunities and jobs in strategic centres

Planning Priority C11

Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land

Planning Priority C12

Supporting growth of targeted industry sectors

4 Productivity

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

The urban structure to support the metropolis of three cities needs to ensure people have access to a large number and range of jobs and services delivering a well-connected city – a 30-minute city.

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

Metropolitan and strategic centres provide 50 per cent of all Greater Sydney’s jobs and therefore play a significant role in providing jobs close to home. When larger local centres are considered, this increases to 68 per cent. Facilitating the growth of new metropolitan strategic and local centres will be an important outcome in growing jobs.

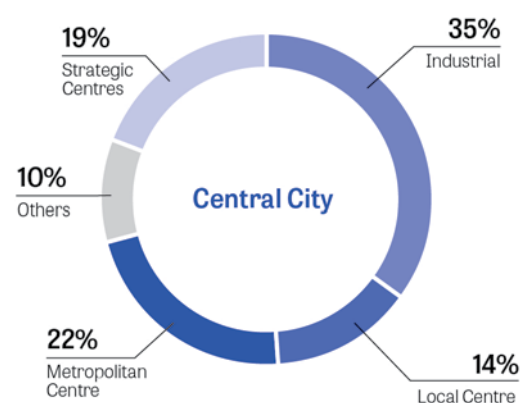
The Central City District forms the majority of the Central River City. It is the fastest growing district in Greater Sydney, with record levels of population growth, infrastructure and investment transforming the economy.

In the 10-year period between 2006 and 2016, the Central River City experienced the highest rate of jobs growth in Greater Sydney – 2.2 per cent per annum – compared with the average 1.7 per cent per annum across the region.

The urban structure of the Central River City enables a single metropolitan centre. Greater Parramatta sits at the heart of the Central River City. It is a growing centre with an increasing range of jobs and services. It is in a strong position to attract a critical mass of knowledge-intensive businesses, health and educational institutions, convention facilities, and retail, leisure, art and cultural experiences.

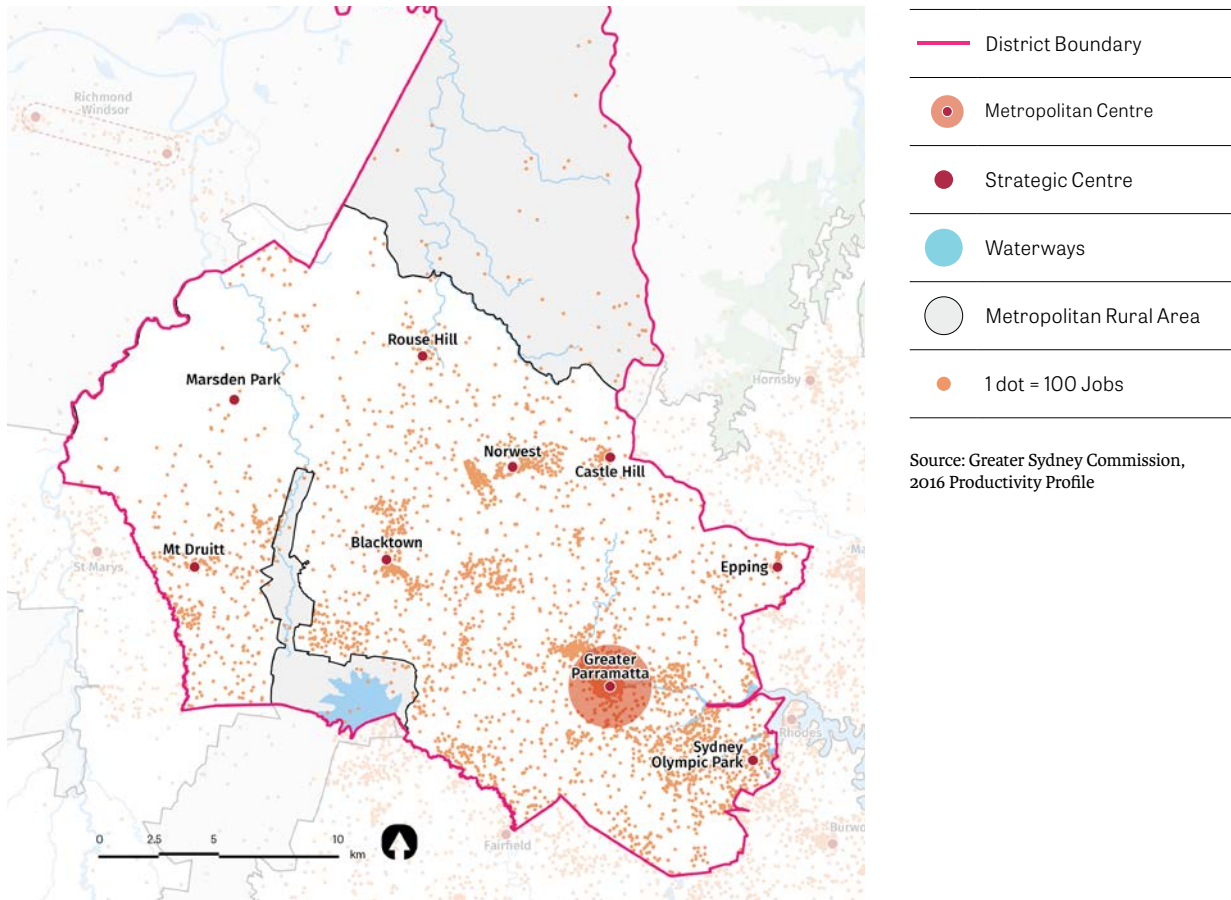
Greater Parramatta and the Olympic Peninsula (GPOP) is being supported by a \$10 billion investment in city-scale assets⁹. Along with potential new transport connections, the corridor will be boosted by faster connections to skilled labour markets and the surrounding centres of Macquarie Park, Norwest and Bankstown. A growth infrastructure compact – which assesses growth scenarios for optimal land use, infrastructure investment and community benefits – will help to achieve this.

Figure 14: Central City District job distribution by type of location



Source: Australian Bureau of Statistics Census 2011

Figure 15: Central City District job density



Source: Greater Sydney Commission, 2016 Productivity Profile

The health and education and advanced manufacturing sectors are the biggest contributors to economic growth and jobs creation in the District. Westmead has the largest health and education precinct in Greater Sydney with hospitals, universities, research institutions and allied health services. Other important health precincts are in Blacktown and Norwest. In addition, the NSW Government has identified the need for a future hospital in the north west.

The Central City District together with the Western City District have the largest amount of industrial and urban services land in Greater Sydney.

Industrial and urban services land in Cumberland and Parramatta has great locational advantages being in the heart of Greater Sydney with access to various distribution catchments and freight assets. This land is well-positioned to support innovation and attract investment in more knowledge-intensive and high-value industry sectors. The transition from

traditional industrial to advanced manufacturing and innovation industries will further boost productivity.

Blacktown is strategically located to benefit from, and serve, both the Central and Western Cities. Improved transport connections to GOP and the Western economic corridor will enhance Blacktown's role in contributing to the productivity of both cities.

A Metropolis of Three Cities identifies a range of locations where employment and economic growth should occur. These include centres, corridors, industrial and urban services land, health and education precincts, office precincts and transport interchanges. This District Plan provides further detail on locations where economic growth and investment are being planned for.

Job targets for strategic centres will guide councils and State agencies to the potential scale of growth and inform land use and infrastructure planning.



Parramatta

Already, more than 35 per cent of all jobs in the District are in Greater Parramatta, Sydney Olympic Park, Norwest and Blacktown. Jobs are also concentrated in the strategic centres of Mount Druitt, Marsden Park, Rouse Hill, Castle Hill and Epping (refer to Figure 15).

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

Integrating job growth with new or enhanced transport infrastructure will deliver a well-connected region improving business-to-business transactions and enabling skilled workers to access a larger number of jobs.

For the Central City District, productivity can be improved by the following Planning Priorities:

- C7.** Growing a stronger and more competitive Greater Parramatta
- C8.** Delivering a more connected and competitive GPOP Economic Corridor
- C9.** Delivering integrated land use and transport planning and a 30-minute city
- C10.** Growing investment, business opportunities and jobs in strategic centres
- C11.** Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land
- C12.** Supporting growth of targeted industry sectors.

Planning Priority C7

Growing a stronger and more competitive Greater Parramatta

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies and action:

Objective 19

Greater Parramatta is stronger and better connected.

Objective 21

Internationally competitive health, education, research and innovation precincts.

To reinforce Greater Parramatta as one of Greater Sydney's metropolitan city centres, planning must deliver land use and infrastructure that:

- provides capacity for jobs growth
- creates opportunities for investment and business
- enhances accessibility to a larger and more diverse labour pool
- improves business-to-business interactions and access to other job agglomerations.

Covering an area of more than 1,400 hectares, Greater Parramatta encompasses Parramatta CBD, Parramatta North and the Westmead health and education precinct, connected via Parramatta Park (refer to Figure 16). It is the core of the Central River City.

Greater Parramatta has a target of 55,000 new jobs by 2036. This requires new opportunities for medical and education services and associated commercial activities in Westmead, and greater commercial capacity in Parramatta CBD. The strong pressure for residential development in Parramatta CBD will need to be addressed to retain commercial capacity (refer to Planning Priority C10 for details on job targets).

Parramatta CBD

Parramatta CBD is already the fifth largest office market in Greater Sydney after Sydney CBD, Macquarie Park, Sydney CBD fringe and North Sydney. It provides more than 700,000 square metres of office floor space and has the potential to be transformed into one of Australia's most important business hubs (refer to Table 3).

City of Parramatta Council forecasts a near doubling of economic growth in Parramatta CBD by 2021¹⁰.

To strengthen Parramatta's position as the metropolitan centre of the Central River City, planning needs to increase capacity for new knowledge-intensive jobs, including A-grade office floor space, which is currently at capacity.

City of Parramatta Council's Parramatta CBD Planning Proposal seeks to expand the CBD boundaries and amend land use controls to create long-term employment opportunities supported by high density residential. The proposed amendments will provide capacity for more than 27,000 new jobs and 7,500 new dwellings by 2036 to create a dynamic and diverse city¹¹.

Table 3: Greater Sydney 2017 office precincts

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

*component of Harbour CBD
Source: Colliers International 2017, NSW Office Market Research Report 2017 (unpublished)

Parramatta Square is a three-hectare mixed-use redevelopment precinct that will include the new Western Sydney University Parramatta Campus; approximately 250,000 square metres of A-grade commercial office and retail space across four buildings; a civic building with associated community facilities; and 20,000 square metres of public space.

The new Western Sydney Stadium, to be located on the Pirtek Stadium site, will provide seating for 30,000 people.

A new museum on the banks of Parramatta River will be the anchor for arts and culture for the District. It has potential to deliver world-class opportunities for education and research, alongside exhibition space, and space for social and digital interaction and exchange. Other investments include an upgrade to the Riverside Theatre and \$40 million to growing arts and culture in the community over the next 20 years.

The Parramatta City River Strategy seeks to reclaim the Parramatta River as a place for walking, swimming, picnics and events. The strategy positions Parramatta River at the heart of the CBD's redevelopment.

Parramatta CBD will also benefit from two new multi-storey schools: a new multi-storey Parramatta Public School and a new high-rise Arthur Phillip High School.

These developments will transform Parramatta and significantly increase its attractiveness to workers, students and residents.

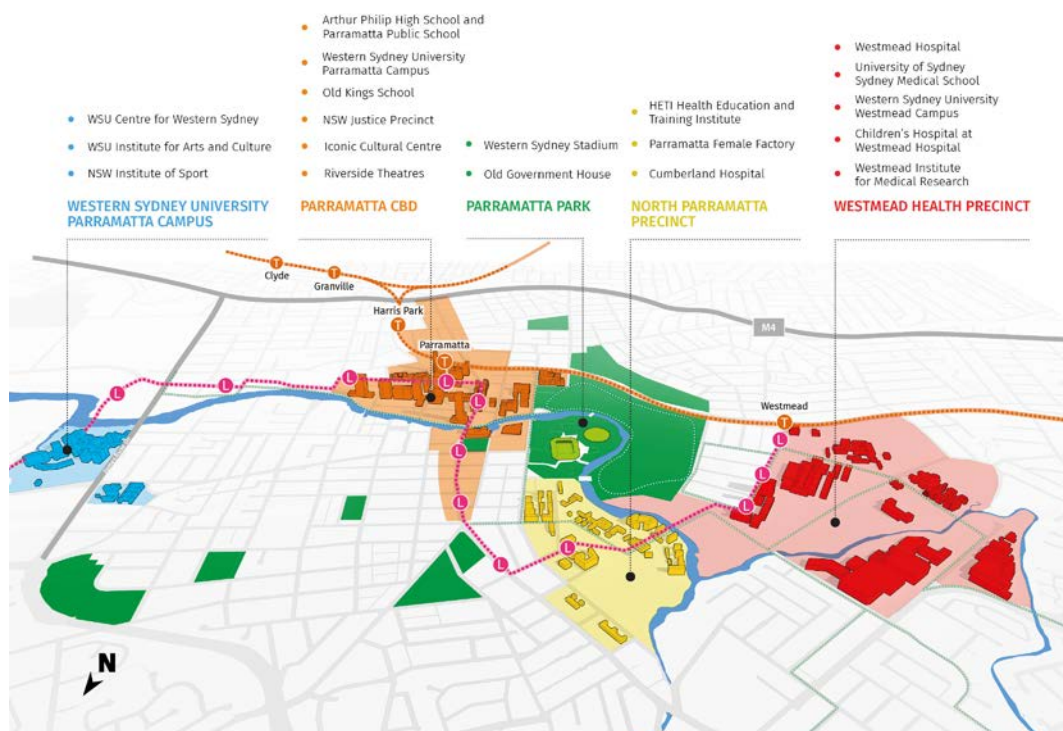
This growth will be supported by major transport infrastructure projects such as Parramatta Light Rail and Sydney Metro West (subject to final business cases). Planning for these transport connections will seek to expand the commercial floor space footprint of Parramatta and unlock capacity within a 10-minute walking distance of transit and light rail stops.

Sydney Metro West has the potential to significantly enhance Greater Parramatta's inter-city linkage with the Harbour CBD through improved journey times and frequency of service.

Major developments delivered, planned or underway in Parramatta CBD are outlined in Figure 16.

Greater Parramatta	Jobs
2016 estimate	81,900
2036 baseline target	137,000
2036 higher target	151,500

Figure 16: Greater Parramatta



Westmead health and education precinct

As outlined in *A Metropolis of Three Cities*, the evolution of health and education precincts follow a Maturity Pathway. As precincts evolve, the economic productivity of the precinct increases substantially. This corresponds to three general models, which become progressively more complex: Clusters, Precincts and Innovation Districts (refer to Figure 17).

The Blacktown health and education precinct is at the Cluster stage, while the Westmead health and education precinct has the potential to become an Innovation District. Each tailored response to progress along the Maturity Pathway based on what is already in place and what is required in the short, medium and long term. While these precincts have attributes that could be developed to become internationally competitive and achieve sufficient critical mass, it is not expected that all precincts should, or will, develop into an Innovation District.

Westmead is one of the largest integrated health, research, education and training precincts in Australia and provides health services to almost 10 per cent of Australia’s population. By 2026, it will have over 2.8 million outpatient visits and over 160,000 emergency department presentations every year¹².

Westmead is already a major contributor to the Australian Government’s National Innovation and Science Agenda through its training of world-leading scientists, analysis and successful collaborations.

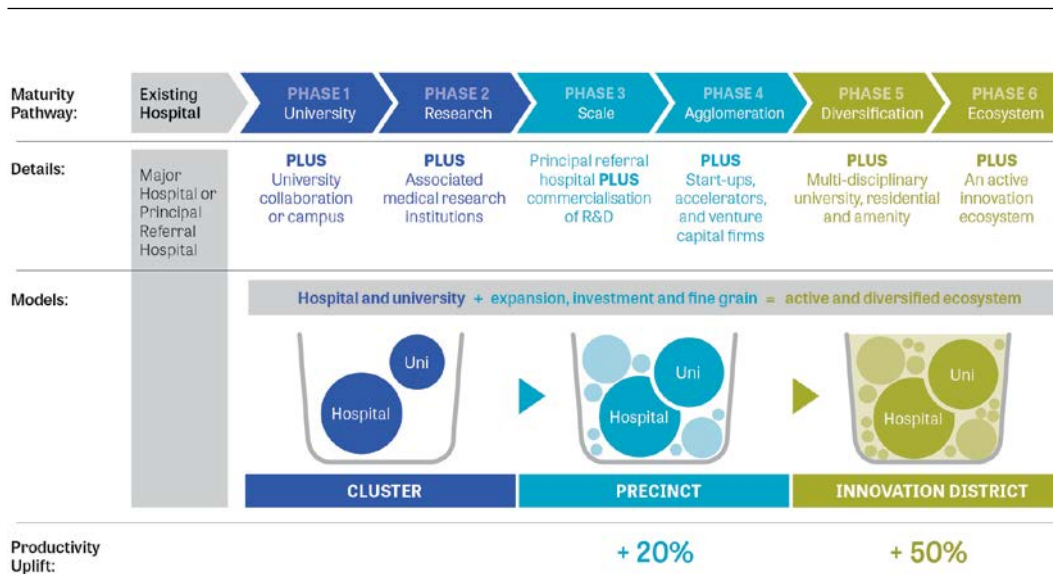
The Westmead Redevelopment Project is a major initiative of the NSW Government, led by NSW Health, the Western Sydney Local Health District and the Children’s Hospital at Westmead. The redevelopment aims to transform Westmead into a world-class health city.

The \$900 million project and expansion of the University of Sydney and Western Sydney University Westmead campuses will increase Westmead’s workforce from 18,000 to 32,000 by 2036. With additional investment, Westmead has the potential to provide 50,000 jobs. The number of students is expected to grow from 2,000 to 9,000 by 2036¹³.

Key stakeholders in the development of the precinct include government, academia and industry.

Through the GOP growth infrastructure compact pilot (refer to Planning Priority C8), the Commission will work closely with stakeholders and will have an active role in coordinating the planning and delivery of infrastructure to improve public transport connections and the road network; attract jobs; plan for new or improved schools and community facilities; and improve open spaces, public areas, walking and cycling links.

Figure 17: Maturity pathway for health and education precincts



Many activities in Westmead operate 24 hours a day, seven days a week. Parramatta CBD and Westmead both need reliable public and transport connections to accommodate this operating environment.

Helicopter access is critical for the operations of Westmead Hospital, with its statewide trauma role and its emergency and specialist healthcare services. Surrounding development must avoid current and planned flight paths for the future operations of the hospital.

Transport connectivity

Committed major projects, like Sydney Metro West and the Parramatta Light Rail (subject to final business cases) will deliver faster business-to-business links and provide easier and quicker connections for a skilled workforce as well as students and visitors.

Strategic planning must leverage these projects to attract new investment and economic development to realise the vision for Greater Parramatta and the GPOP Economic Corridor.

A number of major road corridors converge on Greater Parramatta. These corridors entangle local, cross-regional and freight flows and cause congestion. Roads and Maritime Services will investigate the viability of an outer and inner road network around Parramatta CBD and Westmead to reduce unnecessary vehicle movements through the centres. This investigation will consider the needs of retail deliveries, emergency services, construction, maintenance and waste handling.

Car parking constrains the efficiency of the transport network including light rail, cycling and walking. The amount of car parking must balance business needs with the need to reduce traffic and the reliance on private vehicles. The Commission supports the City of Parramatta Council's strategies for shorter term parking within the CBD and longer term public parking outside the central core. Where possible, the provision of car parking will be reduced where access to public transport is high.

Public domain and walking and cycling links

Great places are attractive, accessible, safe, walkable and cycle friendly. They improve productivity by attracting businesses, investment and skilled workers.

More walking and cycling links within and to Greater Parramatta, including enhanced walking and cycling connections between Parramatta CBD and Westmead via Parramatta Park along a 24-hour safe and well-lit path, will improve access, liveability and prospects for the Central River City.

Hawkesbury Road will be revitalised with retail and dining options, and Church Street and Parramatta Square will offer new activities and opportunities for social connections.

City of Parramatta Council has strategies to improve the public domain, and walking and cycling links, such as the *Parramatta City River Strategy*, *Parramatta Ways Walking Strategy* and draft *Civic Link Framework Plan*. The strategies also guide the development of new arts and cultural precincts with fine grain spaces for local businesses, small bars, collaborative work spaces and creative industries.

The Commission supports investigations into policy changes and reforms that provide flexibility and incentives for businesses to grow a diverse night-time economy.

The NSW Department of Planning and Environment's *Greater Parramatta Interim Land use and Infrastructure Implementation Plan* also aims to enhance Greater Parramatta's open spaces, walkways and cycleways by providing funding through the Special Infrastructure Contribution and Precinct Support Scheme.

Heritage and cultural, entertainment, arts and leisure opportunities

Parramatta has many significant heritage buildings and places from the early colonial settlement of Sydney. They include Old Government House in Parramatta Park, Elizabeth Farm, the Parramatta Female Factory, Parramatta Gaol and Cumberland Hospital.

High density development and other encroachments must be planned to respect and celebrate the heritage and cultural significance and the natural beauty of these sites to protect them for future generations.


Parramatta is already an important cultural hub. In addition to the Riverside Theatres, Greater Parramatta hosts major cultural events and signature festivals such as Parramasala, Sydney Festival, Sydney Writers' Festival and TropFest.

Critical to planning for a world-class Central River City is celebrating its rich cultural history, showcasing its diverse cultural and entertainment assets, and encouraging and incubating creativity, innovation and inspiration.

Continued investment in the arts and cultural sector will boost economic opportunities by attracting a skilled workforce and encouraging innovation in other sectors such as commercial creative firms.



Sydney Olympic Park

 Actions	Responsibility
23. Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy by: <ol style="list-style-type: none"> enabling the development of an internationally competitive health and education precinct at Westmead creating opportunities for an expanded office market balancing residential development with the needs of commercial development including, if required, a commercial core providing for a wide range of cultural, entertainment, arts and leisure activities improving the quality of Parramatta Park and Parramatta River and their walking and cycling connections to Westmead and Parramatta CBD providing for a diverse and vibrant night-time economy, in a way that responds to potential negative impacts. 	City of Parramatta Council, NSW Health and other planning authorities
24. Revitalise Hawkesbury Road so that it becomes the civic, transport, commercial and community heart of Westmead.	City of Parramatta Council, Cumberland Council, NSW Health and other planning authorities
25. Support emergency services transport, including helicopter access.	City of Parramatta Council, NSW Health and other planning authorities
26. Prioritise: <ol style="list-style-type: none"> public transport investment to improve connectivity to Greater Parramatta from the Harbour CBD, Western Sydney Airport- Badgerys Creek Aerotropolis, Sydney Olympic Park, Westmead, Macquarie Park, Norwest and Kogarah via Bankstown. infrastructure investments, particularly those focused on access to the transport network, which enhance walkability within 2 kilometres of metropolitan or strategic centres or 10 minutes walking distance of a local centre infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within five kilometres of a strategic centre or 10 kilometres of Greater Parramatta. 	City of Parramatta Council, other planning authorities, State agencies and State-owned corporations
27. Manage car parking and identify smart traffic management strategies.	City of Parramatta Council, NSW Health and other planning authorities
28. Investigate opportunities for renewal of Westmead East as a mixed-use precinct, including the need for new or augmented road connections to serve increased densities at Westmead East.	City of Parramatta Council, NSW Health and other planning authorities

Planning Priority C8

Delivering a more connected and competitive GPOP Economic Corridor

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategies and actions:

Objective 15

The Eastern, GPOP and Western Economic Corridors are better connected and more competitive.

Rebalancing the economic opportunities for the residents of Greater Sydney is an objective of *A Metropolis of Three Cities*. Delivering a more connected and competitive GPOP Economic Corridor will support this.

The GPOP Economic Corridor includes the precincts of Westmead, North Parramatta, Parramatta CBD, Rydalmere, Camellia, Silverwater, Auburn, Granville and Sydney Olympic Park. The wider GPOP also includes the urban corridor along the rail line to Carlingford (refer to Figure 18). A number of these precincts provide urban services.

Greater Parramatta needs a radial transport network to make the most of its location at the centre of Greater Sydney. To improve public transport access, *Future Transport 2056* identifies a number of mass transit initiatives for investigation in the next 20 years. These include connections from Parramatta to the strategic centres of Epping and Norwest, south towards Kogarah, and west towards the Western Sydney Airport (refer to Planning Priority C9).

In 2016, the Greater Sydney Commission established GPOP as its first Collaboration Area, with a vision to transform it as the unifying heart at the centre of Greater Sydney.

The Commission has an active strategic planning role for GPOP and is leading the collaborative process, working with key partner agencies, institutions and businesses to achieve this vision.

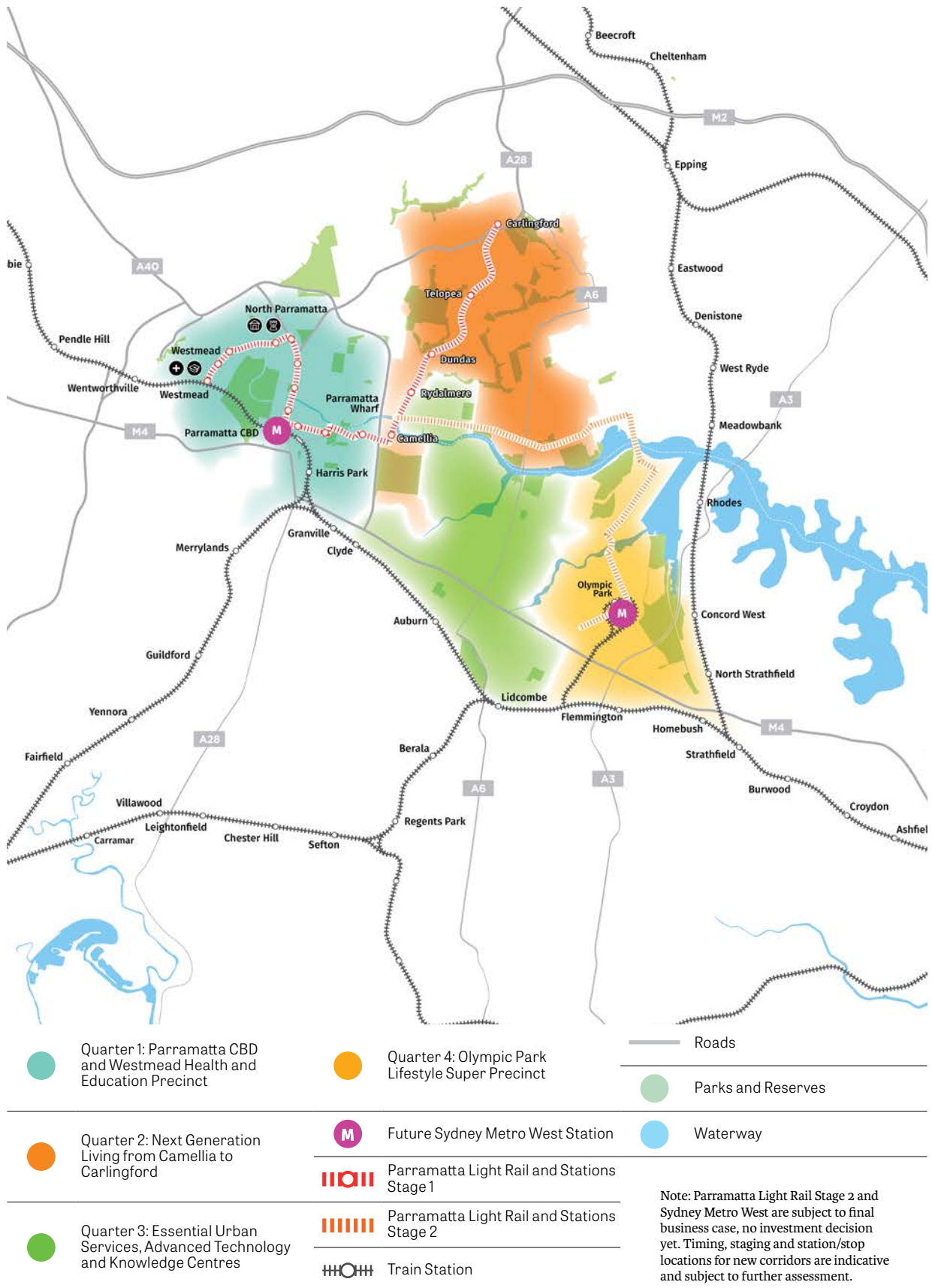
The Commission will undertake a pilot of the growth infrastructure compact for that seeks to change the current precinct-by-precinct and project-by-project approach to deliver more informed, integrated and productive growth across the precincts.

In parallel, the NSW Department of Planning and Environment's *Interim Land Use and Infrastructure Implementation Plan* defines 12 precincts in the Greater Parramatta Growth Area, forecasts 72,000 new homes and 110,000 jobs by 2036 in GPOP, and identifies capacity for more, subject to further planning. The NSW Department of Planning and Environment continues to lead planned Precincts, assessing planning proposals and preparing a State Infrastructure Contribution and Precinct Support Scheme for the Greater Parramatta Growth Area.

Strategic decisions about major infrastructure and the future of government-owned land are critical to shaping the future of the GPOP Economic Corridor. In addition to the activities for Greater Parramatta outlined in Planning Priority C7, potential opportunities and synergies include:

- Synergies in water, energy and transport in Camellia: evolve Camellia into a highly productive part of the Central River City, with a focus on coexisting water, energy and transport uses generating a range of employment types, including highly skilled jobs.
- Health and education uses to activate Sydney Olympic Park: attract public and private sports, health and physical education and tertiary education facilities as anchor tenants to activate the Sydney Olympic Park strategic centre.
- Urban services: Retain Camellia, Silverwater and Rydalmere as locations for urban services.

Figure 18: Parramatta CBD and GPOP



The south western part of GPOP is in Cumberland Council. Council is a project partner for the GPOP growth infrastructure compact pilot. This reflects recognising the important need for integrated planning at Westmead and Wentworthville, across both sides of the T1 Western Line. As Greater Parramatta strengthens its metropolitan centre at the centre of Greater Sydney, Cumberland Council's suburbs will grow to provide a diversity of housing and jobs for the community.

The Granville and Auburn precincts of the Parramatta Road Urban Transformation Corridor are also part of the GPOP growth infrastructure compact pilot. In these precincts, the Sydney Metro West proposal would provide relief to existing stations, thereby supporting housing and jobs.

 Actions	Responsibility
29. Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GPOP Economic Corridor.	Councils, other planning authorities, State agencies and State-owned corporations
30. Prioritise transport investments that enhance access to the GPOP Economic Corridor and between centres within the GPOP Economic Corridor.	Councils, other planning authorities, State agencies and State-owned corporations
31. Co-locate health, education, social and community facilities in strategic centres along the GPOP Economic Corridor.	Councils, other planning authorities, State agencies and State-owned corporations



Sydney Olympic Park

Planning Priority C9

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

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 14

A Metropolis Of Three Cities – integrated land use and transport creates walkable and 30-minute cities.

Objective 16

Freight and logistics network is competitive and efficient.

Delivering a metropolis of three cities will require the integration of land use and transport planning to create walkable and 30-minute cities. To achieve this, *Future Transport 2056* and *A Metropolis of Three Cities* propose the concept of a 30-minute city.

The vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre.

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

As the population of the Central City District grows, land use, transport and infrastructure planning will be integrated. Initiatives to support integration in line with population and economic growth include:

- city-shaping transport providing faster services for a larger number of commuters to better connect people to centres and services – committed and proposed links to the Harbour CBD and the Western Sydney Airport and Badgerys Creek Aerotropolis
- capacity and reliability improvements on existing transport corridors serving Greater Parramatta and surrounding centres

- improved city-serving and centre-serving transport links between strategic centres, and as feeders into city-shaping corridors including bus priority infrastructure to support new services
- improvements to the strategic road network which may include both new roads and roadspace reallocation to prioritise the efficient movement of people and goods on transport corridors and key intersections to improve movement through the District and access to strategic centres
- strategic freight network improvements including the Northern Sydney Freight Line and the Southern Sydney Freight Line
- travel behaviour change programs to help manage demand on the transport network
- on-demand bus services on selected local bus routes, currently being trialled in Greystanes, to provide more convenience and choice for customers, and improving the efficiency of the transport network and providing more choice for first and last mile access to the train network
- investment in Smart Roads, which will support the financial sustainability of the transport system by better using existing road infrastructure, and enable future forms of mobility such as connected and automated vehicles.

A Metropolis of Three Cities and *Future Transport 2056* outline the city-shaping public transport network and strategic road network initiatives which are integrated with the land use objectives for Greater Sydney. The relevant transport initiatives for this District, and their role in supporting land use outcomes are outlined in:

- Planning Priority C7: Growing a stronger and more competitive Greater Parramatta
- Planning Priority C8: Delivering a more connected and competitive GPOP Economic Corridor.

In addition, growth and change around the Sydney Metro Northwest stations from Epping to Cudgong Road will be subject to an updated corridor strategy.

City-serving network

Source: Transport for NSW



Note: Timing, staging and station/stop locations for new corridors are indicative and subject to further assessment.

The city-serving network will provide high-frequency services within approximately 10 kilometres of the metropolitan centres and metropolitan cluster. This will support public transport access within some of the highest density residential areas in Greater Sydney where demand for travel is most concentrated. As these inner urban areas in the three cities develop further, the NSW Government will investigate increasing the reliability and frequency of these public transport services.

The city-serving network enables and supports higher density residential areas by offering convenient and reliable connectivity to key destinations.

The current city-serving network is characterised by scheduled ferry, bus, light rail and train services as well as walking and cycling networks. The network provides access across the Eastern Harbour City and the Central River City and in some centres with the Western Parkland City.

Over the next 10 years the NSW Government has committed to increasing the capacity of the city-serving network. This includes increasing the role of public transport through greater prioritisation of bus services along city-serving corridors and within centres to improve 30-minute access, and investing in priority walking and cycling networks around the centres.

The NSW Government will also investigate improvements to the frequency of public transport services, including more on-demand-services, across all city-serving modes of public transport to improve 30-minute access and support growth.

By 2036, the areas surrounding the Western Sydney Airport and Badgerys Creek Aerotropolis will be more urbanised than today. Residents within these areas will require reliable, fast and frequent public transport to access jobs and services. The NSW Government is committed to meeting the transport needs of residents and will investigate how emerging technology and on-demand services will help meet the needs of Western Parkland City residents.

This strategy will acknowledge the unique character of station precincts, plan for an appropriate mix of housing and jobs, consider options for interim activation of the station precincts, and plan for the future of surplus NSW Government-owned land.

Improving access to local jobs and services

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

Access to strategic centres and interchanges will be supported by city-serving and centre-serving public transport and an improved road network.

Key elements of the road and city-serving and centre-serving public transport network committed, or to be investigated in the next 20 years, include:

- Parramatta Light Rail Stage 1 between Westmead and Carlingford via Parramatta (currently under construction) and Stage 2 joining Stage 1 to the rapidly developing suburbs of Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park
- joining the Liverpool–Parramatta T-Way with the Northwest T-Way via Westmead to support through-routing of buses to boost transport capacity and improve bus services between centres to the north and south of Parramatta
- Victoria Road transport improvements to support the provision of frequent, reliable and efficient transport to Greater Parramatta and the Harbour CBD which will integrate with, and complement, other committed and proposed initiatives within the corridor including WestConnex, Parramatta Light Rail and Sydney Metro West
- additional low-wash ferries for Parramatta River
- infrastructure to support rapid bus connections between Western Sydney Airport and Blacktown
- rapid bus services between Parramatta to Bankstown and Hurstville/Kogarah to support the efficiency and reliability of passenger journeys and to improve 30-minute access to Greater Parramatta
- Parramatta Inner Ring Road improvements to existing surface roads on the outskirts of Parramatta so they function as the arterial movement corridors, which in turn will support walking and cycling in the centre.

Safeguarding the next phase of growth

Corridor protection, integrated with land use planning, will safeguard the Central City District's next phase of growth. Where possible, the proactive and early reservation of corridors to protect longer term linear infrastructure opportunities should be undertaken to provide greater clarity and certainty for landowners, communities and businesses. The early preservation of corridors also reduces the potential for conflict in the future.

Priority corridors identified for protection include the Western Sydney Freight Line, North-South Rail Link from Schofields to Western Sydney Airport as well as the Outer Sydney Orbital and Bells Line of Road-Castlereagh Connection.

Other transport corridors will be protected into the future to allow for additional transport options.

Improving connections to the Western Parkland City

The Blacktown Local Government Area has a significant and diverse array of economic activities and assets and is strategically located at the interface between the Central River City and Western Parkland City. It contributes significantly to the economies of both cities through its industrial precincts, health and education activities, diverse recreational facilities and emerging centres such as Marsden Park, which would benefit from a potential future transport connection to St Marys, Western Sydney Airport-Badgerys Creek Aerotropolis and Campbelltown-Macarthur.

Improving public transport connections from the Blacktown Local Government Area to Parramatta and the Western Economic Corridor can help boost productivity in both the Central River City and the Western Parkland City.

Improving walking and cycling

Walking is a fundamental part of the transport system and most journeys start and end with walking. On a typical weekday in the Central City District, people make about 1.3 million trips that are shorter than two kilometres and approximately 800,000 (61 per cent) of these are walking and cycling trips¹⁴. Pleasant and safe environments for walking and cycling contribute to great places where people and businesses choose to locate and invest.

Transport for NSW will prioritise a network of high quality cycling links within 10 kilometres of Greater Parramatta and five kilometres of the strategic centres to provide healthy transport choices, improve access to public transport and support 30-minute city and place-making outcomes.

Safe cycling for short trips to centres, transport interchanges and local services such as schools and health services will free capacity for people who need to travel further by road and public transport.

Transport for NSW is establishing a bicycle network hierarchy in collaboration with councils. The Principal Bicycle Network will establish high quality, high-priority routes to facilitate safe and direct connections to centres. This Principal Bicycle Network will form the transport layer of the Greater Sydney Green Grid (refer to Planning Priority C16).

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

Designing adaptable infrastructure

Innovation and the digital economy are dramatically changing the way people and goods move around Greater Sydney, providing more efficient service delivery.

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

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

Throughout Greater Sydney, there are many examples where councils and State agencies are embracing new technologies to promote adaptable infrastructure. For example, Blacktown City Council is investing in smart poles where electric vehicle drivers can charge their cars for free. In Sydney Olympic Park, Transport for NSW is trialling a driverless passenger bus to observe how automated vehicles can improve the mobility of customers and interact with other people. In planning for adaptable infrastructure, opportunities for more flexible design of streets and public spaces – for example, through car parking strategies – must be considered.

Optimising infrastructure assets

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


Freight movements

Freight-related initiatives underway or under investigation in the District include WestConnex, NorthConnex, the Western Sydney Freight Line and Intermodal Terminal, the Western Sydney Fuel Pipeline and Northern Sydney Freight Corridor Stage 2. These contribute to the Transport for NSW service outcomes of 24/7 access for freight to the rail network between gateways and intermodal terminals, and 40 per cent of container movements to and from Port Botany by rail by 2056.

As the Central City District grows, the need for freight movements, particularly delivery vehicles, will rise. Freight movements can affect the amenity of communities, through noise and congestion on roads, particularly during morning peak hours. Freight movements outside peak times can help reduce congestion, greenhouse gas emissions and freight costs. The planning and design of neighbourhoods should minimise the negative impacts of freight movements and support more efficient freight movements. This could include considering how development addresses busy roads, the siting of loading docks and how more freight movements can happen out of peak hours.

Related government initiatives:

- Transport for NSW and Roads and Maritime Services [M4 Smart Motorway project](#)
- Transport for NSW [Parramatta Light Rail](#)
- Transport for NSW [Sydney Metro](#)

 Actions	Responsibility
32. Integrate land use and transport plans to deliver the 30-minute city.	Councils, other planning authorities and State agencies
33. Investigate, plan and protect future transport and infrastructure corridors.	Councils, other planning authorities and State agencies
34. Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.	Councils, other planning authorities and State agencies
35. Optimise the efficiency and effectiveness of the freight handling and logistics network by: <ol style="list-style-type: none"> protecting current and future freight corridors and shared freight corridors balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries identifying and protecting key freight routes limiting incompatible uses in areas expected to have intense freight activity. 	Councils, other planning authorities, State agencies and State-owned corporations
36. Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to Western Sydney Airport as well as the Outer Sydney Orbital and Bells Line of Road-Castlereagh connection	Councils, other planning authorities and State agencies

Planning Priority C10

Growing investment, business opportunities and jobs in strategic centres

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategies:

Objective 22

Investment and business activity in centres.

Greater Sydney continues to benefit from the historic policy of locating major trip-generating activities (such as retail, hospitality, offices, health and education, community and administrative services) in centres train stations.

The growth, innovation and evolution of centres will underpin the economy of the Central City District. Centres continue to be a key organising element of the urban structure of Greater Sydney and provide access to jobs, goods and services. Their vitality and viability are important to local economies and their character defines local areas. Well-planned centres help to stimulate economic activity and innovation through the co-location of activities, provide jobs closer to where people live and use infrastructure more efficiently.

This Plan builds on the existing strengths of each centre within a common framework to deliver on the wider productivity and liveability objectives to grow jobs across Greater Sydney and improve community access to goods and services.

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

- Metropolitan centre: Greater Parramatta (refer to Planning Priority C1)
- Strategic centres: Blacktown, Sydney Olympic Park, Norwest, Castle Hill, Rouse Hill, Mount Druitt, Marsden Park, Epping
- Local centres: (refer to Planning Priority C6).

All strategic centres will be the focus of public transport investments that seek to deliver the 30-minute city objective (refer to Planning Priority C9).

Some strategic centres in the Central City District have major office precincts or health and education activities. They differ in size and scale of economic activity. However, as strategic centres, they all have similar expectations, including:

- high levels of private sector investment
- flexibility, so that the private sector can choose where and when to invest
- co-location of a wide mix of activities, including residential
- high levels of amenity, walkability and being cycle-friendly
- areas identified for commercial uses, and where appropriate, commercial cores.

Creating the conditions for growth and making centres great places is a focus of the Central City District Plan, as outlined in Action 18.

Employment growth is the principal underlying economic goal for metropolitan and strategic centres. Therefore the designation of a commercial core within a strategic centre for economic and employment uses, may be necessary to manage the impact of residential developments in crowding out commercial activity.

A balance must be struck in providing adequate mixed-use or residential zoned land around the commercial core zone to ensure new residential developments can benefit from access and services in centres.

Centres are not just for economic exchange. They are places where communities gather, and where recreational, cultural and educational pursuits are found. They are important to how people participate in community life.

Delivering housing within a walkable distance of strategic centres is an important outcome as it encourages non-vehicle trips, which foster healthier communities. Housing within centres contributes to a sense of vibrancy; however, the delivery of housing should not constrain commercial and retail activities.

Research has shown that the Central City District will need to accommodate more than 1.76 million square metres of additional retail floor space over the next 20 years¹⁵. In addition, there will be significant demand for additional office floor space. Creating the opportunities to attract retail and office development locally brings jobs closer to homes. This requires growth in either existing or new centres. The principles for developing new centres are outlined in this Planning Priority. The NSW Department of Planning and Environment will prepare a state-wide retail planning policy.

Rapid changes in technology and in retail trends, emerging night-time economies and population growth require councils to be agile and responsive in their planning for centres growth.

With economic growth a core goal for centres planning, job targets, expressed as a range, have

been identified for each strategic centre. These targets seek to inform planning authorities and infrastructure agencies of the anticipated growth which needs to be planned for each centre. They should not be seen as maximum targets.

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

The District also includes large retail centres such as Merrylands that are rapidly growing and provide a diverse range of activities, local services and jobs to a growing population catchment. In giving effect to the District Plan, councils must consider the role of these centres in providing housing and accommodating jobs growth.

 Actions	Responsibility
37. Provide access to jobs, goods and services in centres by: <ol style="list-style-type: none"> attracting significant investment and business activity in strategic centres to provide jobs growth diversifying the range of activities in all centres creating vibrant, safe places and a quality public realm focusing on a human-scale public realm and locally accessible open space balancing the efficient movement of people and goods with supporting the liveability of places on the road network improving the walkability within and to centres completing and improving a safe and connected cycling network to and within centres improving public transport services to all strategic centres conserving and interpreting heritage significance designing parking that can be adapted to future uses providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need. 	Blacktown, Cumberland, Parramatta and The Hills councils, other planning authorities, and infrastructure agencies
38. Create new centres in accordance with the Principles for Greater Sydney's Centres.	Blacktown, Cumberland, Parramatta and The Hills councils, other planning authorities, and infrastructure agencies
39. Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space.	Blacktown, Cumberland, Parramatta and The Hills councils, other planning authorities, and infrastructure agencies

Principles for Greater Sydney's centres

As Greater Sydney's population grows over the next 20 years, there will be a need to grow existing centres, particularly strategic centres and supermarket-based local centres, to create new centres including business parks, and attract health and education activities into centres. The principles for developing centres are:

- **Existing centres:** Expansion options will need to consider building heights and outward growth. In some cases, directly adjacent industrial land may be appropriate for centre expansions to accommodate businesses. Quality design and adequate infrastructure provision is critical to enable expansions. This approach needs to be informed by local government industrial strategies.
- **New centres:** These will be required across the whole of Greater Sydney.
 - In land release areas, planning is to identify a range of centre types, including large and small local centres which could grow and evolve into new strategic centres and planning should maximise the number and capacity of centres on existing or planned mass transit corridors. To deliver this latter outcome, centres need to be identified early to allow their incorporation into transport infrastructure plans.
 - In the Western Parkland City, where South Creek is to be planned as the central organising element for the city, opportunities for new centres to address South Creek are to be maximised.
 - In established areas, innovative approaches to creating new centres are likely to be part of urban renewal and mixed-use developments.
 - All new centres are to have good public transport commensurate with the scale of the centre.
- **Business parks:** Not all centres will start as retail centres. Creating jobs and providing services to local communities can be initiated within business parks. However, the built form of these business parks is critical – that is, they need to be developed from the outset as urban places which can transition into higher amenity and vibrant places while maintaining their main role as an employment precinct. Councils' retail and employment strategies should provide guidance on the transition of business parks into mixed employment precincts including, where appropriate, ancillary residential developments to support the business park.
- **New health and tertiary education facilities** such as hospitals and community health centres: These should be located within or directly adjacent to centres, and ideally co-located with supporting transport infrastructure. In some cases, health and education facilities may be the anchor of a new centre. Built form is critical to facilitate the transition of centres with health and education uses into more mature innovation precincts. A mix of retail and other services including hotel-type accommodation adjacent to the precinct should be supported.
- **Clusters of large format retail** should be treated as part of the retail network, and planning for new clusters of large format retail should be done in the same way other new centres are planned. This includes ensuring centres are places that can grow and evolve over time, and have adequate access to transport services and quality public domains.

Increases in online ordering and home delivery means some retail is essentially a distribution centre. These 'dark retail' stores are most suited to industrial areas as they involve significant logistics support and do not require community access.

Where there is a prevalence of retail activities in an industrial area, there may be exceptional circumstances which warrant the development of a new centre. This should be informed by a net community benefit test supported by a strategic review of centres (which identifies the need for the centre) and an industrial land review (which identifies that the loss of industrial activity can be managed) for the local government area. These reviews to be prepared by councils, and endorsed by the Greater Sydney Commission.

In such cases, the centre should be:

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

For new centres in industrial areas, the economic impact of the centre should be assessed for its effect on the operation of existing businesses in the locality and the viability of surrounding centres.

Planning for new and existing centres is to:

- be informed by council growth strategies which should consider the network of centres, retail, commercial and industrial supply; and demand and local housing strategies
- be potentially informed by district-based studies, facilitated by collaborations between councils
- consider the temporal nature of growth and change across Greater Sydney, both historic and future, and its influence on development opportunities at the local level
- recognise improvements to walkability as a core outcome for change in centres
- result in the development and implementation of land use and infrastructure plans to inform infrastructure investment and land use policy decisions
- respond to the detailed planning considerations of Strategy 12.1 and Strategy 22.1 in *A Metropolis of Three Cities*.



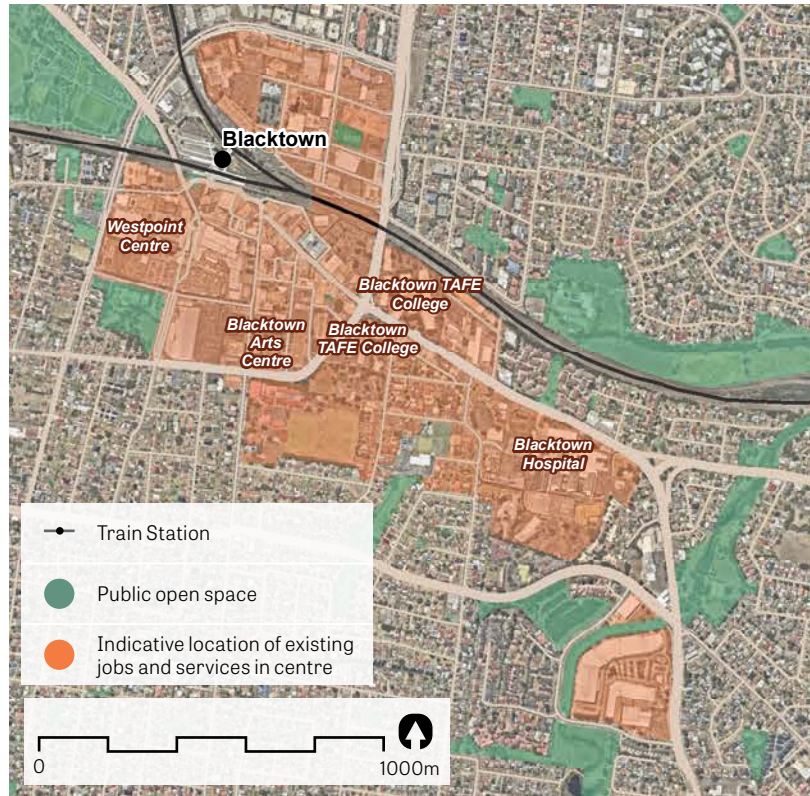
Rouse Hill

Blacktown

Blacktown offers a variety of business, retail, mixed-use residential and administrative functions that create vibrancy and attract investment, employment and diversity of housing. It also includes a range of community and cultural facilities such as the Blacktown Arts Centre and Library. Blacktown Station is the confluence of the Western and Richmond Rail Lines, and the North West Transitway connects it with The Hills.

Blacktown City Council has a range of initiatives that seek to shape the future of Blacktown City Centre. These include the redevelopment of the Warrick Lane Precinct, securing a university campus for Blacktown, facilitating development of the health and education precinct and developing an office accommodation strategy for council's future.

Blacktown Hospital and Clinical School form part of the District's health facilities and specialist services. The expansion of Blacktown Hospital will make it the third-largest public hospital in NSW, generating more than 5,000 new jobs. It is also a major teaching hospital for medical students at Western Sydney University. The health and education precinct provides opportunities for a private hospital and associated specialist medical services that support practitioners, students and patients. TAFE NSW Western Sydney and potential future tertiary education institutions could focus on innovative sports and health science. These investments have the potential to grow the centre as an emerging health and education precinct.



Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Blacktown	Jobs
2016 estimate	13,200
2036 baseline target	17,000
2036 higher target	19,500



Blacktown

Actions

40. Strengthen Blacktown through approaches that:
- protect the commercial core to achieve the centre's job targets and reinforce the ring road network
 - improve pedestrian connectivity, particularly across the Western Railway Line
 - reinforce and capitalise on the health and education activities located in the Blacktown health and education precinct
 - manage land around the hospital so as not to preclude future expansion of the hospital and/or co-location of a tertiary education facility
 - deliver ancillary uses which add value to the health and education facilities, including residential, aged care facilities, visitor accommodation, health and medical research activities, non-critical patient care and commercial uses which will be complementary to and help to revitalise the health precinct
 - improve wayfinding within the centre
 - promote advanced manufacturing, research and innovation in the Blacktown business park

Responsibility

Blacktown City Council, other planning authorities and State agencies

Castle Hill



Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Castle Hill provides retail and community services to a large population catchment in Greater Sydney’s north west. A future Sydney Metro Northwest station will provide the opportunity for commercial developments and greater proportion of knowledge-intensive jobs.

Future Transport 2056 will provide enhanced city-serving transport connections between Castle Hill and Greater Parramatta to support future connections in the area.

Castle Hill	Jobs
2016 estimate	9,800
2036 baseline target	16,000
2036 higher target	19,500

Actions	Responsibility
<p>41. Strengthen Castle Hill through approaches that:</p> <ul style="list-style-type: none"> a. provide capacity to achieve the centre’s job targets b. align State priorities for expenditure on regional roads, schools and utilities to support growth forecasts and to address current deficits c. complete the upgrade of Showground Road and the Castle Hill Ring Road system d. develop public domain plans to enhance identified pedestrian linkages to the future Castle Hill transport hub. 	<p>The Hills Shire Council, other planning authorities and State agencies</p>

Epping



Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Epping is 10 kilometres north east of Parramatta and about four kilometres west of Macquarie University and Macquarie Park. It already benefits from excellent public transport and will be serviced by three major rail lines once Sydney Metro Northwest is operational.

Future Transport 2056 identifies a mass transit connection between Parramatta and Epping for investigation. Increased public transport and the centre's proximity to GPOP and existing employment areas set the potential for Epping to grow into a centre with a more diverse range of activities, including commercial uses.

Planning for local infrastructure – including improved roads, new or upgraded schools, open space and recreational facilities – will inform the City of Parramatta Council's Epping Planning Review process.

Epping	Jobs
2016 estimate	5,100
2036 baseline target	7,000
2036 higher target	7,500

Actions

42. Continue the review of planning controls for the Epping Town Centre in collaboration with State agencies.

Responsibility

City of Parramatta Council, other planning authorities and State agencies

Marsden Park

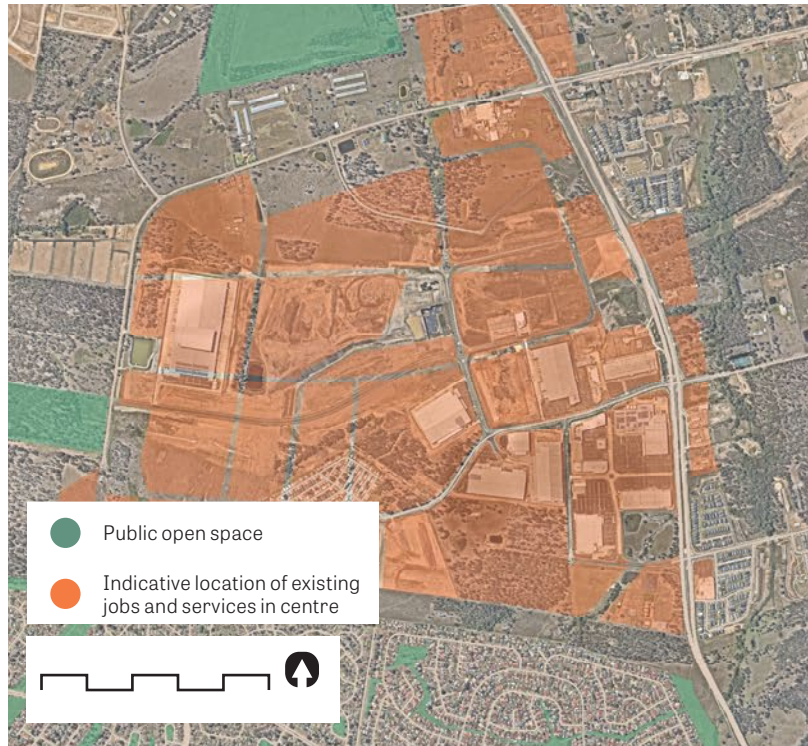
Marsden Park is an emerging strategic centre and the largest employment zone in the North West Growth Area.

The Marsden Park Industrial Precinct was rezoned in 2010 predominantly for employment uses and some medium density residential zones. The 2010 Indicative Layout Plan identifies Marsden Park town centre to the north of Schofields Road/South Street.

In 2012, the NSW Government preserved a transport corridor from Cudgegong Road to Schofields and Marsden Park. *A Metropolis of Three Cities* identifies the need to investigate a potential north-south train link connection from Cudgegong Road to Campbelltown-Macarthur linking Western Sydney Airport and Badgerys Creek Aerotropolis to economic nodes such as Sydney Science Park, St Marys, Marsden Park and Rouse Hill in the north, as well as Oran Park, Narellan and Campbelltown-Macarthur.

These transport plans warrant a review of the vision and the strategic role of Marsden Park in contributing to the growth of the Western Parkland City.

To maximise the benefits of increased transport accessibility with a potential mass transit stop in Marsden Park, planning must allow flexibility for greater land use diversity and encourage higher value economic and employment activities. This must be supported by increased walking cycling opportunities and a high quality public domain.



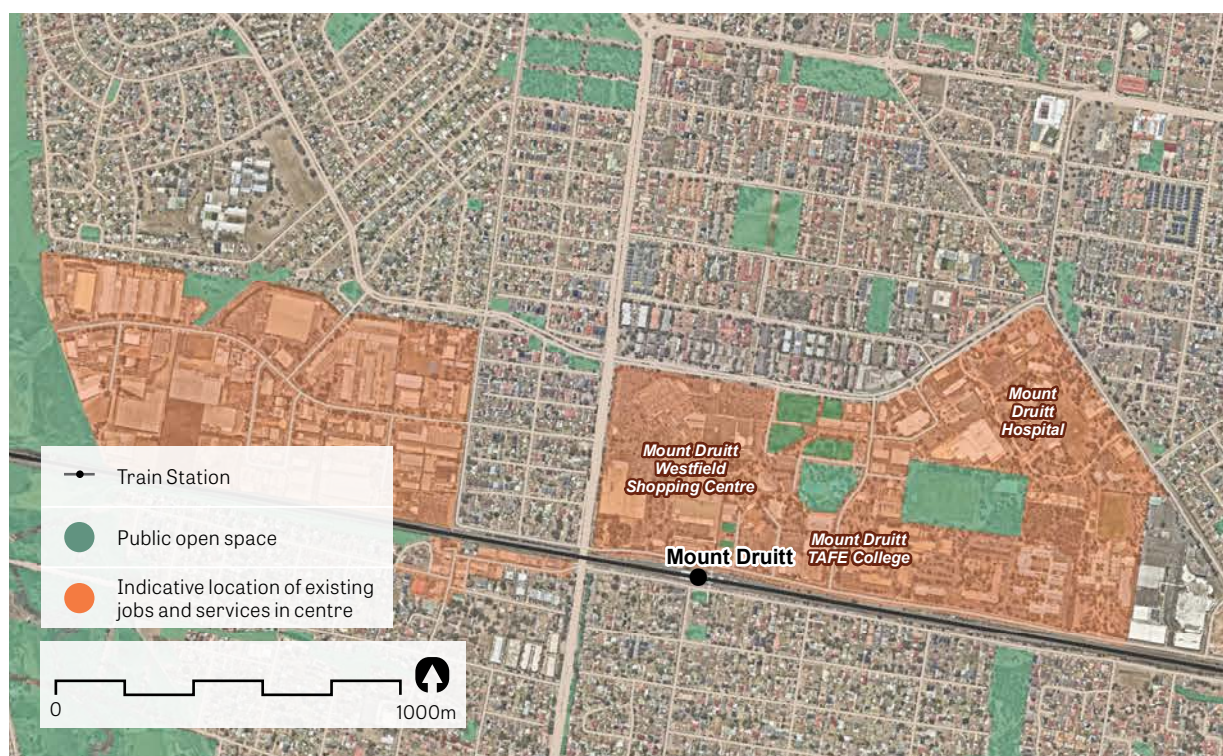
Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Marsden Park	Jobs
2016 estimate	1,600
2036 baseline target	5,000
2036 higher target	10,000

Marsden Park has experienced rapid transformation in recent years. Planning and investment must enable this momentum to continue.

Actions	Responsibility
<p>43. Strengthen Marsden Park through approaches that:</p> <ul style="list-style-type: none"> a. facilitate a variety of activities that meet the needs of the residents of the western part of the North West Growth Area b. establish the potential station location to ensure transport access supports the development of the town centre c. work with NSW Government to identify a corridor west of Marsden Park town centre to extend the public transport network to Western Sydney Airport d. integrate the Marsden Park Industrial Precinct with the town centre, including walking and cycling connections 	<p>Blacktown City Council, other planning authorities and State agencies</p>

Mount Druitt



Mount Druitt is home to retail and services, industrial uses, Mount Druitt Hospital and TAFE. Its broader catchment includes a high concentration of social housing and communities with socio-economic disadvantage. Unemployment is a major challenge.

With better transport access, public domain and amenity improvements and increasing connectivity across the rail corridor, Mount Druitt can provide better employment and services for local communities.

Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Mount Druitt	Jobs
2016 estimate	6,700
2036 baseline target	8,000
2036 higher target	8,500

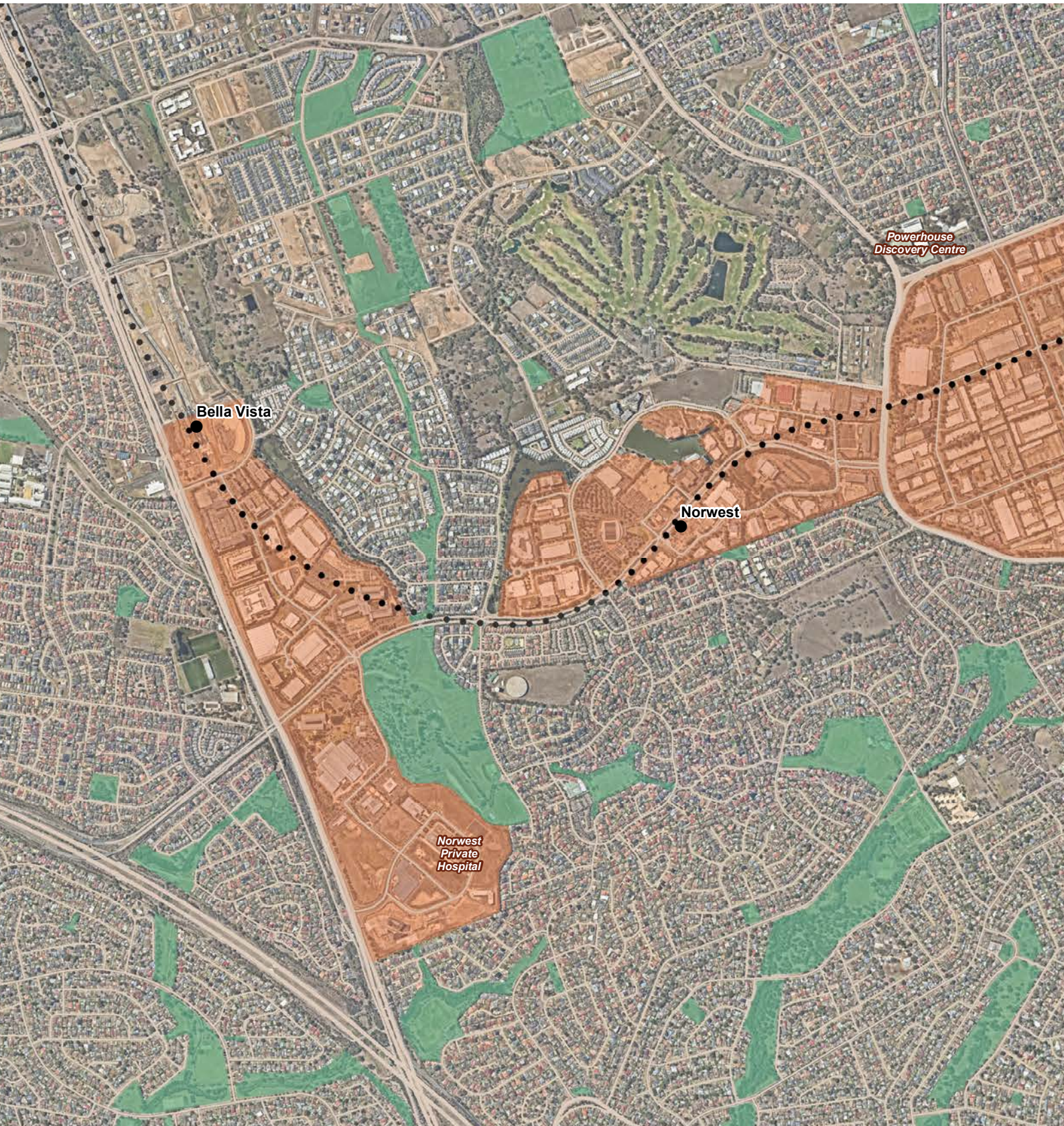
Actions

44. Strengthen Mount Druitt through approaches that:
- improve connectivity to employment opportunities in the Western Sydney Employment Area, the Western Sydney Airport and Marsden Park
 - improve accessibility to and within the centre, including connections and wayfinding between Mount Druitt Hospital, railway station and bus interchange
 - reinforce the important role of the centre in providing social support services to communities in the broader Mount Druitt area.
 - reinforce the important role of the centre in providing social support services to the disadvantage communities in the broader Mount Druitt area.

Responsibility

Blacktown City Council, other planning authorities and State agencies

Norwest





Norwest Business Park is an established commercial centre. Sydney Metro Northwest and the new station at Norwest will provide the opportunity to transform the traditional 1990s-style business park model into a transit-oriented, more vibrant and diversified centre with higher employment densities and a mix of residential uses and supporting services.

Sydney Metro Northwest will also enable faster and more reliable business-to-business connections to other centres such as Macquarie Park.

Norwest	Jobs
2016 estimate	32,400
2036 baseline target	49,000
2036 higher target	53,000

Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Actions	Responsibility
45. Strengthen Norwest through approaches that: <ul style="list-style-type: none"> a. retain and grow commercial capacity to achieve the centre's job targets b. encourage complementary retail services around Norwest Lake and the station precinct 	The Hills Shire Council, other planning authorities and State agencies
46. Work with NSW Government to identify a potential future corridor for mass transit links to Greater Parramatta.	The Hills Shire Council, other planning authorities and State agencies

Rouse Hill

Rouse Hill provides retail and community services to a large population catchment in Sydney’s north west. A future Sydney Metro Northwest station will provide the opportunity for commercial developments and a greater proportion of knowledge-intensive jobs. A new health service for Rouse Hill will grow the health and education sector and associated services. Road congestion and access to surrounding centres such as Parramatta must be addressed.

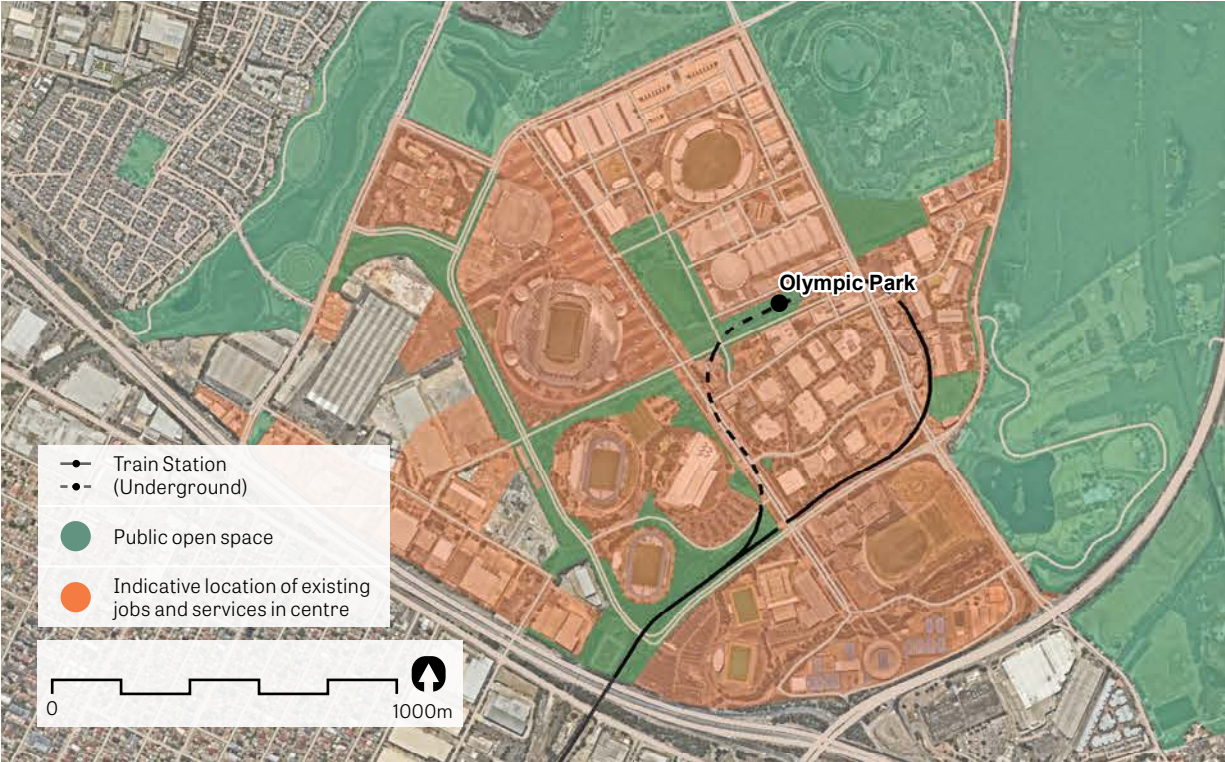
Rouse Hill	Jobs
2016 estimate	4,200
2036 baseline target	10,000
2036 higher target	11,000



Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

⚙️ Actions	Responsibility
<p>47. Strengthen Rouse Hill through approaches that:</p> <ul style="list-style-type: none"> a. investigate opportunities for future expansion of the centre b. enhance pedestrian and cycleway linkages, particularly across Windsor Road c. promote complementary business uses on land adjacent to the Rouse Hill town centre d. leverage government owned land around Caddies Creek to provide additional active sporting opportunities. 	<p>The Hills Shire Council, other planning authorities and State agencies</p>

Sydney Olympic Park



Sydney Olympic Park provides world-class sporting and event venues and residential, commercial and recreational activities. Over the next 20 years, the area will develop into a lifestyle precinct, offering the potential to attract anchor tenants specialising in sports, health and physical education.

The Royal Agricultural Society of NSW supports Sydney Olympic Park with its connections to food and family events. This creates the potential for Sydney Olympic Park to be a go-to destination for a great outdoor fresh food and organics market, with a program of pop-up events.

Sydney Olympic Park requires a total transport solution, including walking and cycling connections, integrated with land use planning. Parramatta Light Rail Stage 2 and Sydney Metro West will significantly increase accessibility and contribute to achieving the job targets.

Through the GOPP growth infrastructure compact pilot, the Commission will work with Sydney Olympic Park Authority and other stakeholders to coordinate infrastructure delivery.

Sydney Olympic Park	Jobs
2016 estimate	31,100
2036 baseline target	45,000
2036 higher target	46,500

Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Actions	Responsibility
<p>48. Strengthen Sydney Olympic Park through approaches that:</p> <ul style="list-style-type: none"> a. explore opportunities to attract public and private sports, health and physical education and tertiary education facilities as anchor tenants to activate the Sydney Olympic Park town centre b. coordinate land use and infrastructure planning around the future for Stage 2 and Sydney Metro West stations at Olympic Park. 	<p>City of Parramatta Council, other planning authorities and State agencies</p>

Planning Priority C11

Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategies and actions:

Objective 23

Industrial and urban services land is planned, retained and managed.

Greater Sydney's existing industrial, manufacturing, warehousing and distribution facilities contribute to its role as Australia's manufacturing capital. These activities occur on industrial land that also accommodates urban services, freight and logistics services and advanced manufacturing.

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

Industrial land supply

The Central City District has 4,656 hectares of industrial and urban services land, spread over 75 precincts (refer to Figure 19). This represents the highest proportion of Greater Sydney's total stock of industrial and urban services land (approximately 34 per cent). About 27 per cent (1,244 hectares) is undeveloped¹⁶.

The largest industrial and urban services lands in the Central City District are listed in Table 4.

There are 21 industrial precincts in the Parramatta Local Government Area. Around 80 per cent of all jobs in industrial areas are in manufacturing, wholesale, transport, postage and warehousing. Other activities include construction, education, waste management, fuel distribution and bulky goods retail.

Fuel storage and distribution terminals in Camellia supply approximately 50 per cent of NSW's petroleum requirements¹⁷.

Industrial and urban services land in The Hills Local Government Area ranges from traditional industrial areas to business and technology parks, with activities including light industry, heavy industry, manufacturing, high-tech, urban services, warehousing and logistics.

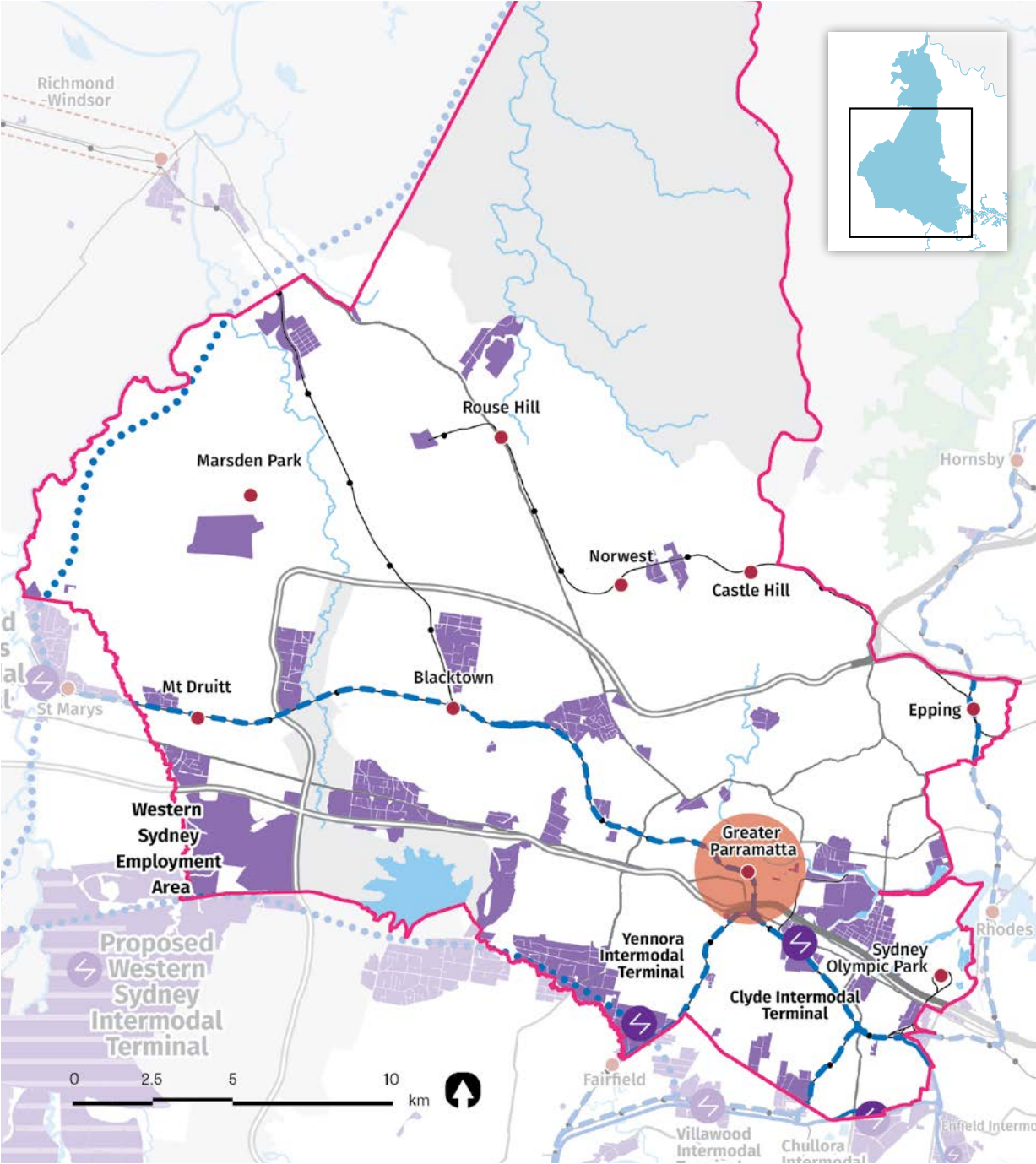
Industrial and urban services land in Cumberland Local Government Area is required for emerging innovative industries in digital innovation, media, arts, creative industries, food and beverage manufacturing, allied health, research and development and advanced technology manufacturing. Given the proximity to Greater Parramatta and access to transport and freight routes, these sites are ideally positioned to provide innovation and important urban services that support the growth of the Central City District.

Cumberland Council's draft *Employment and Innovation Lands Strategy* and *Land Use Planning Framework* recognise the opportunity to transition its economy into higher order and productive industries and the knowledge-intensive economy. It seeks to develop an innovation ecosystem and grow a number of key sectors: digital technologies/media, advanced manufacturing, food and beverage, manufacturing, creative industries, fashion, allied health, advanced knowledge services and freight and logistics.

In Blacktown Local Government Area, a major industry cluster of transport and logistics, storage, warehousing and distribution is developing. This cluster, together with more established industrial precincts, will capitalise on the growth of the Western Parkland and Central River cities.

A future Western Sydney Freight Line through the southern part of the District will make surrounding industrial precincts such as Yennora even more accessible and valuable for freight, warehousing and logistics businesses.

Figure 19: Central City District industrial and urban services land and freight assets



	District Boundary		Industrial and Urban Services Land		Committed Motorway
	Metropolitan Centre		Freight Rail		Road
	Strategic Centre		Shared Rail		Intermodal Terminal
	Waterways		Freight Rail Investigation		Train Station
	Metropolitan Rural Area		Motorway		

Table 4: Central City District's largest industrial and urban services precincts by local government area

LGA	Precinct	Undeveloped Land (ha)	Developed Land (ha)	Total (ha)
Blacktown	Eastern Creek	332	230	562
	Glendenning	22	174	195
	Huntingwood	61	198	259
	Kings Park	2	210	211
	Marsden Park	193	48	241
	Ropes Creek	186	0	186
	Seven Hills	10	186	196
Cumberland	Greystanes	45	118	162
	Smithfield, North	7	345	353
	Yennora	1	187	188
Parramatta	Camellia/Rose Hill	18	218	236
	Silverwater	9	142	151
	Rydalmere	2	103	105
The Hills	Annangrove	109	36	145

Source: NSW Department of Planning and Environment 2017, Employment Lands Development Program 2017 Report, NSW Government, Sydney
 Note: Figures are rounded to the nearest whole number.

Managing industrial and urban services land

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

There is growing pressure on industrial and urban services land to be converted to residential or retail uses. In the Central City District, this pressure is particularly strong in parts of GPOP in areas such as Rydalmere, Camellia, Silverwater and Auburn.

Industrial land in GPOP provides capacity for a range of activities that are critical to supporting population and jobs growth. This includes land for bus depots, production of building material, waste processing and water recycling.

As GPOP undergoes transition, careful planning will maintain capacity for a range of industrial activities that are fundamental to the function of the city. Planning will also provide assurance that industrial and urban services activities can coexist with existing and new development.

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

Research has identified a benchmark of three square metres of urban services land per person¹⁸. The research found that in Central City District, the per person amount exceeded the benchmark in 2016, and the per capita amount is anticipated to reduce between 2016 and 2036.

Principles for managing industrial and urban services land

Industrial land approaches shall be consistent with Figure 20 and for the Central City District are as follows:

Review and manage: The Greater Sydney Commission will review all industrial and urban services land under this approach to either confirm its retention (as described in the approach below) or manage uses to allow sites to transition to higher-order employment activities (such as business parks) and seek appropriate controls to maximise business and employment outcomes. The review will consider the current level of industrial and urban services land supply, the changing nature of industries and the transformation in the sector due to the impact of changing demand for land. In limited cases, conversion to other uses may be appropriate. In some locations, such as GPOP, specifically Camellia, Rydalmere and Silverwater, the safeguarding of industrial activities will be a starting objective. The Greater Sydney Commission will collaborate with other State agencies and councils and seek input from stakeholders as part of the review. This approach applies to the Cumberland, The Hills and City of Parramatta local government areas and the established areas of Blacktown Local Government Area (refer to Figure 20).

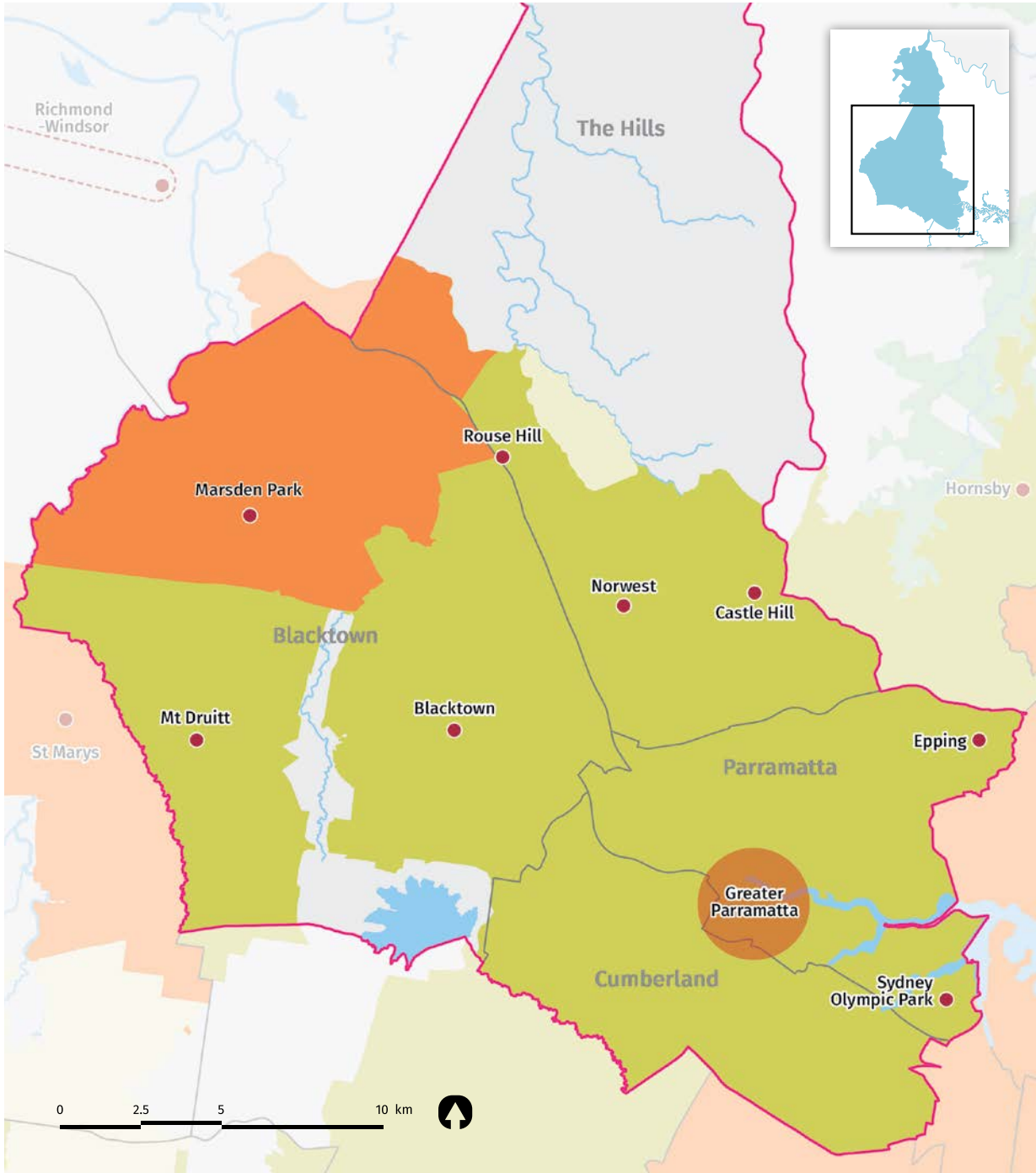
Retain and manage: All existing industrial and urban services land should be safeguarded from competing pressures, especially residential and mixed-use zones. This approach retains this land for economic activities required for Greater Sydney's operation, such as urban services.

Specifically these industrial lands are required for economic and employment purposes. Therefore the number of jobs should not be the primary objective – rather a mix of economic outcomes that support the city and population. The management of these lands should accommodate evolving business practices and changes in needs for urban services from the surrounding community and businesses.


Where a retain and manage approach is being undertaken, councils are to conduct a strategic review of industrial land as part of updating local environmental plans.

There will be a need, from time to time, to review the list of appropriate activities within any precinct in consideration of evolving business practices and how they can be supported through permitted uses in local environmental plans. Any review should take into consideration findings of industrial, commercial and centre strategies for the local government area or the District. This approach applies to the North West Growth Area (refer to Figure 20).

Figure 20: Central City District industrial and urban services land approaches



District Boundary	Waterways	Review and Manage
Local Government Area Boundary	Protected Natural Areas	Plan and Manage
Metropolitan Centre	Metropolitan Rural Area	
Strategic Centre	Retain and Manage	

 Actions	Responsibility
49. Review and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government areas (refer to Figure 20) by undertaking a review of all industrial lands to confirm their retention or transition to higher order uses (such as business parks) and prepare appropriate controls to maximise business and employment outcomes, considering the changing nature of industries in the area.	Greater Sydney Commission, Blacktown City Council, Cumberland Council, City of Parramatta Council, The Hills Shire Council and other planning authorities
50. Retain and manage industrial urban and services land, in line with the principles for managing industrial and urban services land, in the identified local government areas (refer to Figure 20) by safe-guarding all industrial zoned land from conversion to residential development, including conversion to mixed-use zones. In updating local environmental plans, councils are to conduct a strategic review of industrial lands.	Blacktown City Council, The Hills Shire Council and other planning authorities
51. Facilitate the contemporary adaptation of industrial and warehouse buildings through increased floor to ceiling heights.	Councils and other planning authorities
52. Manage the interfaces of industrial areas, trade gateways and intermodal facilities by: <p>Land use activities</p> <ul style="list-style-type: none"> a. providing buffer areas to nearby activities, such as residential uses, that are sensitive to emissions from 24-hour freight functions b. retaining industrial lands for intermodal and logistics uses from the encroachment of commercial, residential and other non-compatible uses which would adversely affect industry viability to facilitate ongoing operation and long-term growth c. identifying and preserving land for future intermodal and rail infrastructure d. accommodating advanced manufacturing where appropriate by zoning that reflects emerging development models e. ensuring adequate land is available for transit uses, for example, bus layovers <p>Transport operations</p> <ul style="list-style-type: none"> f. providing the required commercial and passenger vehicle, and freight and passenger rail access g. improving freight connectivity by both road and the proposed Western Sydney Freight Line from Villawood to Eastern Creek, via Yennora, Smithfield and Wetherill Park to improve business-to-business and supply chain connectivity along this industrial corridor. 	Councils and other planning authorities, State agencies and State-owned corporations

Planning Priority C12

Supporting growth of targeted industry sectors

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategies:

Objective 24

Economic sectors are targeted for success.

A Metropolis of Three Cities highlights the importance and role of the NSW Government in leading the development and coordination of sector-specific industry development strategies to grow and globally position key sectors of the economy.

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

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

A Metropolis of Three Cities outlines the strategies to support industry sectors. They cover the areas of:

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

To support these strategies, Objective 24 of *A Metropolis of Three Cities* emphasises the need to work with internationally competitive trade sectors by considering the barriers to growth, including regulatory barriers.

The Central City District also includes part of Greater Sydney's Metropolitan Rural Area, where agricultural processing and export is a key economic sector.

This Planning Priority reinforces the need to:

- support the growth of internationally competitive industry sectors

- respond to changing technologies
- plan for tourism and visitation
- protect and support agricultural production and mineral resources.

Tourism and visitation

The Central City District's tourism and visitation offer is multifaceted. Sydney Olympic Park is a major attractor, hosting sporting and cultural events. Investment in industries is set to increase with the Western Sydney Stadium, Stadium Australia and the Museum of Applied Arts and Sciences.

The Blacktown International Sportspark was developed as a major playing and training venue for the 2000 Sydney Olympic Games. The Sportspark has continued to grow and develop. It now hosts over 5000 events annually and attracts over 750,000 visitors.

The District is also increasingly hosting a number of cultural events such as Tropfest, the Arab Film Festival, the Orange Blossom Festival, the Lunar New Year Festival, the Country Music Festival and the Maltese Folkloric Festival, which attract tourists and visitors to the District.

Agriculture

The rural area of the Central City District includes agricultural clusters at Maroota, Middle Dural, Gaston and Arcadia. The District also has mineral and extractive resources at Maroota, producing construction materials such as sand.

The proximity of rural residential development to agricultural, mining and extracting industries that generate odour, noise and other pollutants can be a source of conflict. There is a need to provide important rural industries with certainty and ensure their operations can continue without encroachment from incompatible land uses.

At the same time, the protection of biodiversity and rehabilitation of exhausted resource extraction areas support the re-establishment of significant ecological communities in the rural area.

Mineral resources


Construction material resources are extracted by a number of operations in the north and west of the District. Marsden Park, Rouse Hill and the Schofields area have a history of clay and shale extraction for brickmaking, road material and fill to supply the Sydney construction market. Sourcing construction materials locally minimises transport requirements, and reduces the cost, environmental footprint and social impact of construction, supporting growth in Greater Sydney.

These resources have potential to drive regional economic development by generating employment and supporting infrastructure, housing, jobs creation and other development needed for a growing population. Land use planning will respond to the lifecycle of the mineral resources by adopting a multiple or sequential approach to the location of compatible activities on or near mineral resources land. Land use will need to be

carefully considered to ensure a balanced approach to managing growth and development in this region, including economic, social and environmental considerations.

Adapting to changing technologies

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

 Actions	Responsibility
53. Facilitate health and education precincts that: <ol style="list-style-type: none"> create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts have high levels of accessibility attract associated businesses, industries and commercialisation of research facilitate housing opportunities for students and workers within 30 minutes of the precinct. 	Councils, other planning authorities and State agencies
54. Provide a regulatory environment that enables economic opportunities created by changing technologies.	Councils and other planning authorities and State agencies
55. Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers.	Councils and other planning authorities
56. Protect and support agricultural production and mineral resources (in particular, construction materials) by preventing inappropriately dispersed urban activities in rural areas.	Councils and other planning authorities
57. Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions.	Councils and other planning authorities
58. Consider opportunities to enhance the tourist and visitor economy in the District, including a coordinated approach to tourism activities, events and accommodation.	Councils, other planning authorities and State agencies
59. When preparing plans for tourism and visitation, consider: <ol style="list-style-type: none"> encouraging the development of a range of well-designed and located facilities enhancing the amenity, vibrancy and safety of centres and township precincts supporting the development of places for artistic and cultural activities improving public facilities and access protecting heritage and biodiversity to enhance cultural and eco-tourism supporting appropriate growth of the night-time economy developing industry skills critical to growing the visitor economy. 	Councils and other planning authorities



Directions for sustainability



A city in its landscape

Planning Priority C13

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

Planning Priority C14

Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element

Planning Priority C15

Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes

Planning Priority C16

Increasing urban tree canopy cover and delivering Green Grid connections

Planning Priority C17

Delivering high quality open space

Planning Priority C18

Better managing rural areas



An efficient city

Planning Priority C19

Reducing carbon emissions and managing energy, water and waste efficiently



A resilient city

Planning Priority C19

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

5

Sustainability

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

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

The parks and gardens, remnant bushland and tree-lined streets also attract and sustain the talent required for Greater Sydney to thrive as a global city. Optimising and protecting existing assets will be essential in ensuring the ongoing health and sustainability of the District.

The Central City District's urban neighbourhoods are set amongst the wide-open spaces and waterways of the Cumberland Plain. Further north towards the Hawkesbury River, the Cumberland Plain gives way to more rugged ridges and valleys, where the District has large tracts of bushland, pockets of farmland and rural towns and villages. The Central City District is hotter and drier than the coastal parts of Greater Sydney and includes areas such as the Duck River corridor, the South Creek corridor and the Greater Parramatta and the Olympic Peninsula (GPOP), which will grow and change significantly over the next 40 years.

Maintaining and improving the health of the Parramatta and Hawkesbury-Nepean rivers and their tributaries as natural, cultural and recreational assets also contribute to cooling the environment and provide habitat for aquatic ecosystems.

The Greater Sydney Green Grid – the regional network of high quality green spaces and tree-lined streets that supports walking, cycling and community access to open spaces – will provide cool, green links throughout the District. Expansion of the urban tree canopy will complement the Green Grid and support the cooling of neighbourhoods. The planning and design of new communities create opportunities to enhance the District's urban tree canopy.

The District's extensive rural areas include farmland that supplies fresh local produce and mineral resources providing construction materials. Its bushland provides habitat for wildlife and offset sites for biodiversity.

As the Central City District grows, improvements in the way buildings and precincts are planned and designed, and the way water and energy infrastructure is delivered, can support the more efficient use of resources and lower carbon emissions. The management of waste will present both an environmental challenge and an economic opportunity. New approaches to how waste materials and resources are re-used within a circular economy will help reduce impacts on the environment.

The District's climate and natural landscape can create natural hazards such as heatwaves, bushfire, flooding and storms. Natural and urban hazards will be exacerbated by climate change. Supporting actions that mitigate climate change, and actions that assist communities to adapt to the impacts of climate change, will be important.

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

- C13. Protecting and improving the health and enjoyment of the District’s waterways
- C14. Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element
- C15. Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes
- C16. Increasing urban tree canopy cover and delivering Green Grid connections
- C17. Delivering high quality open space
- C18. Better managing rural areas
- C19. Reducing carbon emissions and managing energy, water and waste efficiently
- C20. Adapting to the impacts of urban and natural hazards and climate change.

Green infrastructure and greener places

Green infrastructure is fundamental to creating a high quality of life and is important in creating a region that is climate resilient and adaptable to future needs. The NSW Government’s draft green infrastructure policy *Greener Places: Establishing an urban green infrastructure policy for New South Wales* was produced by the Government Architect NSW to guide the planning, design and delivery of green infrastructure. The draft policy also highlights the role of green roofs and walls, private and semi-private residential gardens and agricultural land that complement green infrastructure and help support more sustainable places.

The draft policy is based on a green infrastructure framework which has key components:

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

Planning Priority C13

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

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategies:

Objective 25

The coast and waterways are protected and healthier.

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

The waterways and rivers of the Central City District are part of an overall natural system and contribute to the green infrastructure that cools and greens the District. The District's waterways support coastal, marine and groundwater-dependent ecosystems, which benefit from continuing protection and management. They support threatened ecological communities and accommodate the disposal of stormwater and wastewater. More than 50 per cent of the District's population lives within a kilometre of a waterway, highlighting the role of waterways in creating a sense of place and connecting communities to the natural landscape. The District's catchments and waterways are shown in Figure 21.

A legacy of historical land uses, contaminated land and groundwater, aged infrastructure and the pattern of urban development have impacted some of the District's waterways. Other waterways, such as Lake Parramatta, are in better health, provide habitat, are accessible and are popular for swimming.

Urban development, the clearing of vegetation and an increase in impermeable surfaces have resulted in large quantities of stormwater run-off, reduced water quality and loss of habitat. Urban stormwater carries litter and contaminants into the District's waterways.

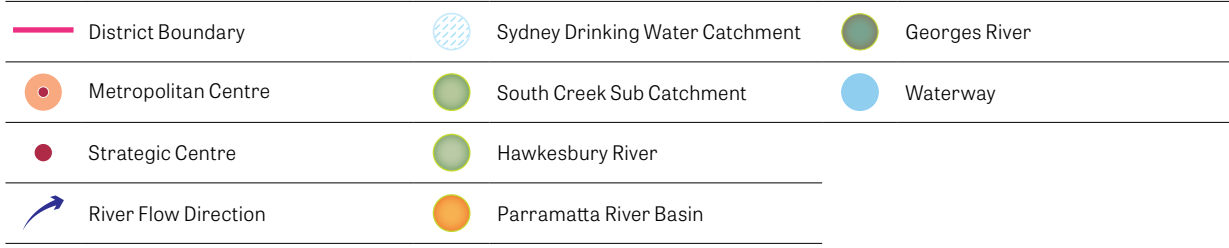
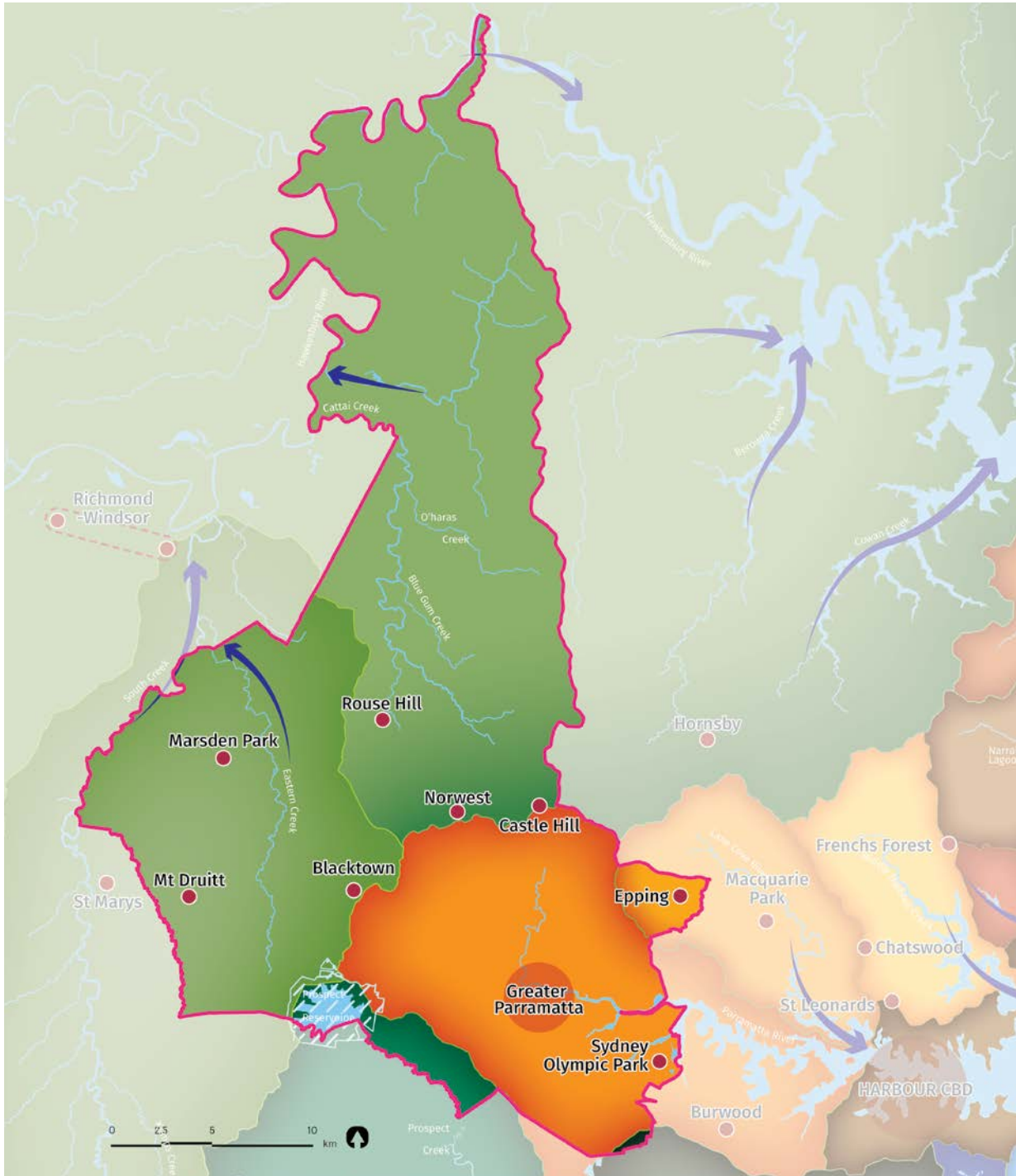
The District's waterways often flow through more than one local government area and are managed by a number of State agencies and stakeholders, so water quality and waterway health are best managed at a catchment and sub-catchment level.

New developments and investment in infrastructure provide opportunities to improve the necessary health and quality of the District's waterways, foreshores and riparian corridors, through improving public access to, and along, the foreshores; providing connected green space around the foreshores; conserving cultural heritage; protecting and enhancing flora, fauna, and urban bushland; reducing erosion and sedimentation; improving bank stabilisation; promoting pervious surfaces; providing riparian vegetation buffers; and recovering and reinstating more natural conditions in highly modified waterways.

Enhancing community access to the waterways within the District should be prioritised. This includes access for pedestrians as well as boats and other watercraft. The delivery of the Greater Sydney Green Grid (refer to Planning Priority C16) will enhance connections to the Parramatta River, Duck River, South Creek and its tributaries.

Legislation, policies and plans are in place to improve the health of waterways and to manage water resources. For example, the *Coastal Management Act 2016* integrates estuarine management and land use planning, the *Fisheries Management Act 1994* protects aquatic biodiversity, and *Sydney Regional Environmental Plan No.20 – Hawkesbury-Nepean River (1997)* sets out planning considerations to protect the environment of the river system. NSW Water Quality and River Flow Objectives identify the high-level goals for several catchments in the District. State agencies and councils also manage the health of waterways through planning and development decisions, environmental programs and through the management of public land.

Figure 21: Central City District's catchments and waterways



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

This District Plan aims to protect and improve the environmental health of waterways. Many councils have identified and mapped environmentally sensitive areas of waterways that are important to the local community and use additional local provisions and natural waterways and environment zones to protect these areas.

For local waterways, where governance and ownership of the waterway can be highly fragmented, a green infrastructure approach, which values waterways as infrastructure, can lead to more innovative management of waterways with outcomes that better reflect community expectations.

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

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

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

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

Future work will apply lessons from previous management of the District's rivers, notably the Parramatta River Catchment Group, which coordinates the management of the Parramatta River.

Catchment-scale management and coordination can:

- solve multiple problems – for example, catchment condition and water scarcity, or water quality impacts on aquifers, estuaries and the marine estate
- set objectives for the District's waterways and enable them to be achieved in innovative and cost-effective ways
- enable both public and private benefits to be achieved – for example, stormwater from private land could provide a benefit to public management of green space and urban waterways
- promote integrated water cycle management and investment in sustainable water, wastewater and stormwater infrastructure.

Strategic planning needs to manage the cumulative impacts of activities and associated infrastructure such as mooring, marinas and boat launching facilities while ensuring public access and opportunities for swimming, and small boat and kayak launching from publicly owned land. Access to waterways should not compromise the integrity of environmentally sensitive aquatic and riparian habitats.

Parramatta River

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

In the past, Parramatta River and its tributaries have suffered from degradation and contamination. There have been gradual improvements to water quality in recent decades, although recent modelling has predicted water quality in the river will worsen unless additional management interventions are implemented¹⁹.

The NSW Government is working with councils and the community to develop the Parramatta River Masterplan, a blueprint for making selected sites along the Parramatta River swimmable. Four sites, including Lake Parramatta, are already open for swimming and a number of other sites have been identified for further investigation.

The masterplan adopts the Office of Environment and Heritage and NSW Environment Protection Authority’s risk-based decision framework. Proactive management and improvements to wastewater and stormwater systems, including state-of-the-art water quality analysis and modelling, will provide the foundation of a healthy river.

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

Improving the health of Parramatta River’s tributaries will also improve the liveability of communities across the western part of the District, help cool the District and restore habitat for aquatic species. This will complement improvements to parks and open spaces along river corridors.

Duck River

Duck River, a main tributary of Parramatta River, is an important waterway for the Central City District, with extensive natural and recreational values along the corridor.


Duck River and its associated wetlands are home to several threatened species such as the Grey-headed Flying Fox and the Cumberland Plain Large Land Snail, and endangered ecological communities, such as Coastal Freshwater Wetland. The Duck River corridor is recognised for its connected areas of parklands, which include Auburn Botanical Garden,

the Duck River Walk and several parks and reserves for both passive recreation and organised sports.

Improving the health of the Duck River is an important priority for the District and essential to achieve the long-term vision of making downstream areas of Parramatta River swimmable. This will require careful management of stormwater, nutrients and litter. Improving access to the waterway is also a priority, as it helps to connect communities to the natural landscape. Cumberland Council is developing a strategic masterplan to shape the Duck River corridor as a green heart of the community. An opportunity exists to activate key destination points along the corridor, provide improved walking and cycling connections, conserve heritage, protect and enhance aquatic and terrestrial biodiversity, foster active sports, recreation, arts and cultural activities. The strategic masterplan can also help to address water quality, manage stormwater and litter.

Related government initiatives:

- The Parramatta River Catchment Group [*Strategic Plan 2016–2018*](#)
- City of Parramatta Council [*Parramatta City River Strategy Design and Activation Plan*](#)
- Parramatta River Catchment Group [*Let’s make Parramatta River swimmable again by 2025*](#)
- NSW Office of Environment and Heritage and the Environment Protection Authority 2017 [*Risk-based Framework for Considering Waterway health Outcomes in Strategic Land-use Planning Decisions*](#)

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

Planning Priority C14

Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategy and action:

Objective 26

A cool and green parkland city in the South Creek corridor.

The Central City District shares the landscape around South Creek and its major tributaries including Eastern Creek with the Western City District (refer to Figure 22.)

South Creek is at the heart of the Western Parkland City. It crosses one of the hottest, driest and flattest parts of Greater Sydney. Rapid and sustained growth in the Western Parkland City, particularly in growth areas close to South Creek and tributaries such as Kemps Creek, Lowes Creek and Badgerys Creek, will see its population grow to well over 1.5 million by 2056.

A Metropolis of Three Cities vision for South Creek corridor is to transform its water management, while using the creek corridor to form the spine of the Western Parkland City. This conceptualises a green corridor that provides sites for parks, walking and cycling trails, community facilities, and ecological services including nutrient capture, urban cooling, as well as local habitat. Innovative approaches will be needed to incorporate specific landscape and waterway features into the design of new urban communities. Areas of higher density and high quality public spaces will orientate towards waterways, making the most of this green infrastructure (refer to Figure 23).

Walking and cycling trails will connect the creek's open spaces and regularly spaced bridge crossings will enable people to experience the landscape and connect communities. The design of bridges will respect the local context and environment, and support the movement of wildlife.

Maximising public ownership of riparian corridors will support habitat, creating opportunities for new open space, including sporting facilities and helping to support healthy waterways, including downstream in the Hawkesbury River, by managing flows of water and nutrients from stormwater.

Retaining more water in the landscape, for example by creating new wetlands, irrigating the urban tree canopy, and retaining smaller intermittent streams at ground level, will help to mitigate the urban heat island effect and manage flows of stormwater.

Creating contiguous corridors of public open space and expanding the urban tree canopy (refer to Planning Priority C16) will also help mitigate the urban heat island effect, manage flows of stormwater, and create attractive locations for new and growing communities. They will support the liveability, productivity and sustainability of the area.

In older established neighbourhoods along South Creek, urban renewal and infill development may improve access to waterways. In recently established neighbourhoods, such as those in the North West Growth Area, environment zones have been used along major waterways, making a step towards a green parkland city.



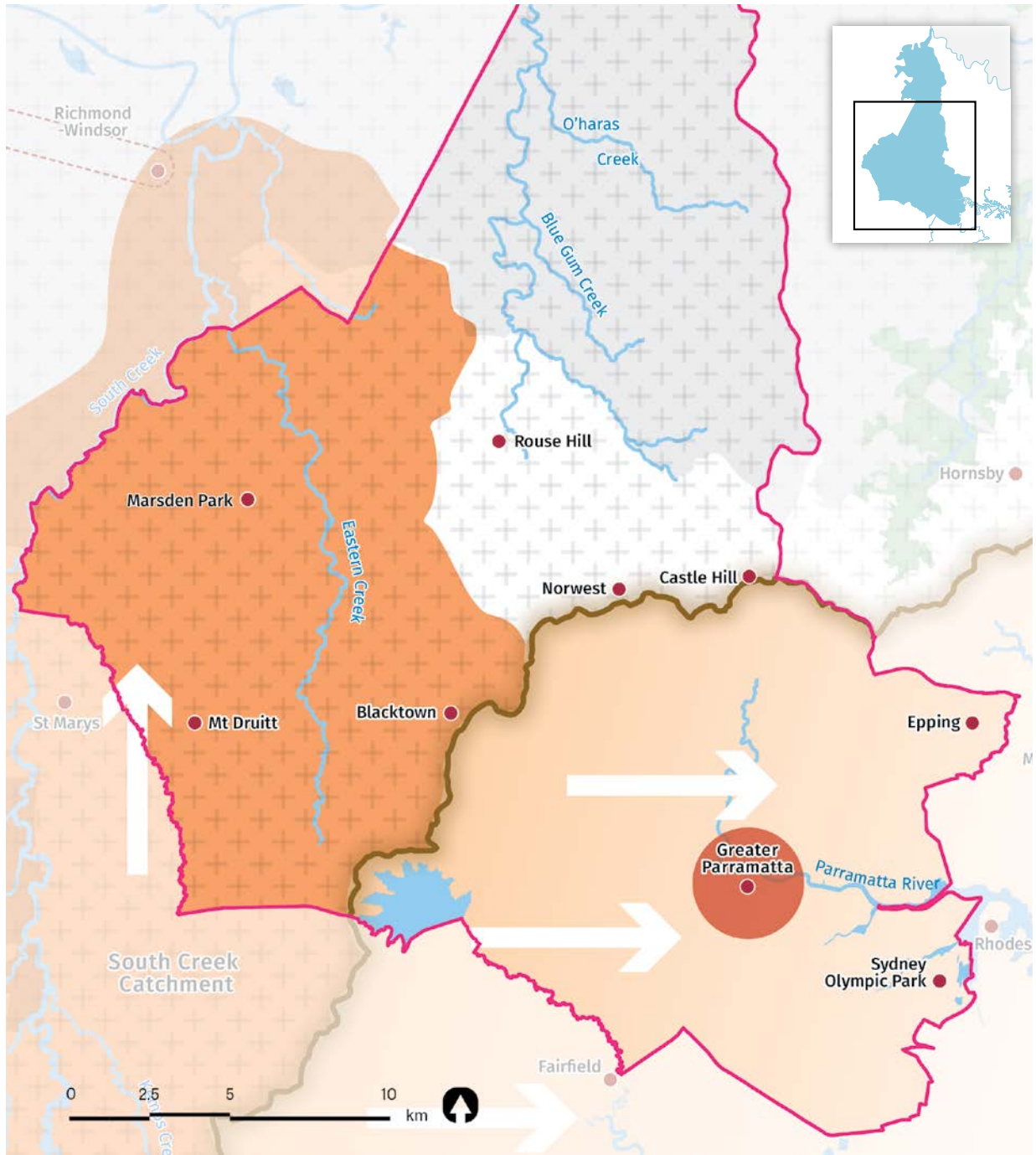
Actions

64. Implement the South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City.

Responsibility

Councils, other planning authorities, State agencies and State-owned corporations

Figure 22: Central City District's South Creek Catchment



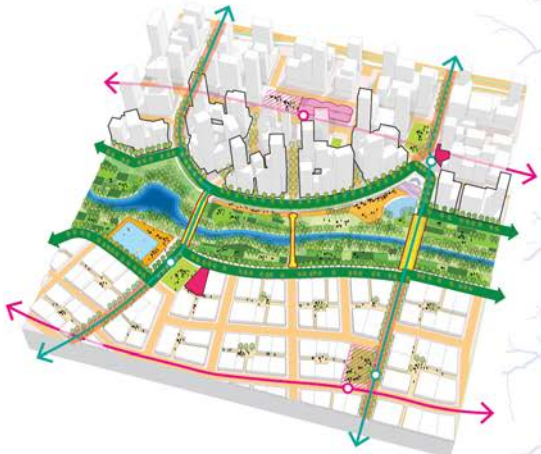
	District Boundary		South Creek Catchment		Waterways
	Metropolitan Centre		Hawkesbury–Nepean Catchment		Metropolitan Rural Area
	Strategic Centre		Water Flow Direction		Protected Natural Area
	Urban Area		Drainage Catchment		

Figure 23: South Creek urban design principles

 <p>Orientate urban systems towards the creek corridor</p>	 <p>Create a transect of creek-oriented place types and things to do</p>	 <p>Build a network of everyday uses within a walkable creek catchment</p>	 <p>Provide creek connections and encourage waterfront activity</p>
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New city centre

- Pedestrian-oriented promenade with active frontages
- Density and fine grain
- 300–400 metre bridge spacing
- Mass transit 1–2 blocks from creek
- Regional civic anchors
- High transport connectivity



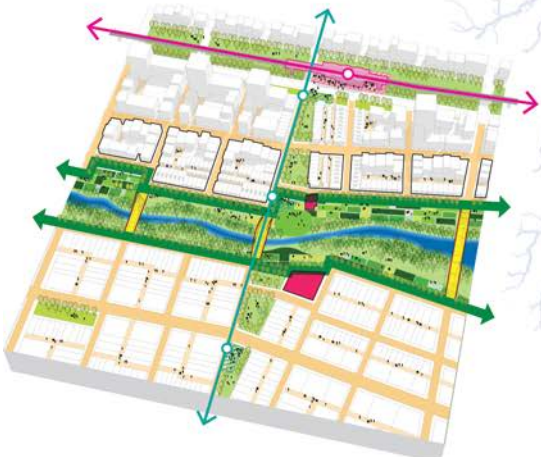
Established suburbs

- Studios and apartments added
- Connections between streets and to creek
- Programmed activity space
- Multiple pedestrian walkways
- Shared street promenade



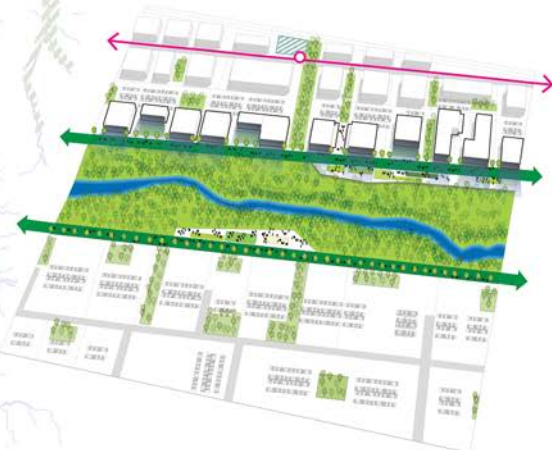
New inner city neighbourhood

- Fine grain residential – terraces and mid rise apartments
- 400–600 metre bridge spacing
- Mass transit 2 blocks from creek
- Local civic anchors



New business and industrial areas

- Creek-facing employment hubs
- Realigned car parking
- Recreation spaces for workers
- Accessible transit plaza
- Pedestrian only promenade



Planning Priority C15

Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 27

Biodiversity is protected, urban bushland and remnant vegetation is enhanced.

Objective 28

Scenic and cultural landscapes are protected.

Bushland and biodiversity

Objective 27 of *A Metropolis of Three Cities* outlines how the NSW Government seeks to protect and manage biodiversity values across Greater Sydney, from national and State biodiversity conservation legislation to information such as biodiversity mapping. This Planning Priority reinforces the importance of Objective 27 and provides a context for District issues.

Bushland areas protected in national parks and reserves support the District’s significant biodiversity, while bushland and remnant vegetation throughout the District’s urban and rural areas also provide habitat, help cool the environment and support cleaner waterways and air.

Bushland covers around seven per cent of the Central City District²⁰, with valuable areas of bushland and remnant vegetation such as Watgora Reserve, Galaringi Reserve, Bidjigal Reserve and Shanes Park within the urban and rural parts of the District. National parks and reserves in the District include Cattai National Park, Prospect Nature Reserve, Newington Nature Reserve and Wianamatta Regional Park. These preserve a number of important ecological communities.

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

Urban bushland, close to some of the District’s most densely populated areas, supports opportunities for nature-based recreation and enhance liveability. Areas of bushland at the edge of urban neighbourhoods need to be managed and enhanced to reduce edge-effect impacts, such as pollution and nutrients from stormwater run-off, weeds, litter and unmanaged or informal recreation trails.

For the Central City District, conservation planning will focus on opportunities to protect and enhance areas of endangered ecological communities such as Sydney Turpentine-Ironbark Forest and Cumberland Plain Woodland, the critically endangered Blue Gum High Forest and other valuable native vegetation close to national parks.

A strategic approach to protecting the biodiversity in the Central City District involves investing in connected bushland corridors and protecting larger pockets of remnant vegetation, as large and connected areas of bushland give the District’s wildlife the greatest chance of survival. Also, councils are also working together to map opportunities to restore and reconnect areas of



Bungarribee Park

habitat in established urban areas. This approach complements the delivery of the Greater Sydney Green Grid. Selected species of trees and understorey plants for parks and street planting in targeted areas support the movement of wildlife and help strengthen connections between areas of habitat.

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

Bushland in the District’s rural areas will be protected and managed through place-based planning and incentivised as potential biodiversity offsets (refer to Planning Priority C18).

The *Biodiversity Conservation Act 2016* provides a framework and tools to avoid, minimise and offset impacts on biodiversity through the planning and development assessment process. There are a range of tools available to protect biodiversity on private land, including biodiversity stewardship agreements, conservation agreements and wildlife refuge agreements.

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

Scenic and cultural landscapes can complement green infrastructure, particularly where scenic landscapes include waterways and urban bushland.

Parklands associated with rivers and creeks, as well as street tree planting and the public spaces in the District’s centres provide a diversity of landscapes. In recent years, the development of large office blocks in strategic centres has reinforced the need for quality design to enhance new skylines. Within the District’s growth areas, vistas to historic colonial-era homesteads have been protected through the planning and design process. View corridors around key sites in the Parramatta North Urban Renewal Area have also been protected.

Continued protection of the Central City District’s scenic and cultural landscape can complement the protection of biodiversity and habitat, help manage natural hazards, support tourism and help preserve links to Aboriginal cultural heritage.

Scenic and cultural landscapes

The scenic and cultural landscapes of the Central City District such as the Western Sydney Parklands, Prospect Hill, Prospect Reservoir, Rouse Hill Regional Park, Nurraging Reserve and Duck

Related government initiatives:

- NSW Office of Environment and Heritage [*Cumberland subregion Biodiversity Investment Opportunities Map \(BIO Map\)*](#)

⚙️ Actions	Responsibility
65. Protect and enhance biodiversity by: <ul style="list-style-type: none"> a. supporting landscape-scale biodiversity conservation and the restoration of bushland corridors b. managing urban bushland and remnant vegetation as green infrastructure c. managing urban development and urban bushland to reduce edge-effect impacts. 	Councils, other planning authorities and State agencies
66. Identify and protect scenic and cultural landscapes.	Councils, other planning authorities and State agencies
67. Enhance and protect views of scenic and cultural landscapes from the public realm.	Councils, other planning authorities and State agencies

Planning Priority C16

Increasing urban tree canopy cover and delivering Green Grid connections

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 30

Urban tree canopy cover is increased.

Objective 32

The Green Grid links parks, open spaces, bushland, and walking and cycling paths.

The Greater Sydney Green Grid is a long-term vision for a network of high quality green spaces that connects communities to the natural landscape. It links tree-lined streets, waterway and bushland corridors, parks and open spaces to town centres, public transport and public spaces. The Greater Sydney Green Grid builds on the District's established open space, the *Regional Tracks and Trails Framework* and the *Principal Bicycle Network*.

Tree-lined streets, urban bushland and tree cover on private land form the urban tree canopy. The urban tree canopy is a form of green infrastructure that mitigates the urban heat island effect, with a 10 per cent increase in tree canopy cover reducing the land surface temperature by 1.13 degrees Celsius²¹. The urban tree canopy also supports cleaner air and water and provides local habitat. Trees remove fine particles from the air and help insulate against urban noise pollution, particularly along busy roads. The urban tree canopy can also help make communities more resilient, by reducing the impact of heat waves and extreme heat.

The urban tree canopy

In 2011, the Urban Area of the Central City District had 19 per cent tree canopy cover (refer to Figure 30).

The Hills Shire enjoys extensive urban tree canopy cover and maintains its image as a garden shire with an extensive network of parks, open spaces and rural lands. Blacktown, parts of Parramatta and Cumberland local government areas generally have less tree canopy cover.

The NSW Government has set a target to increase tree canopy cover across Greater Sydney to 40 per cent.

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

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

Urban renewal and transformation projects in the District, including Parramatta Road, GOP and the Sydney Metro Northwest Urban Renewal Corridor provide opportunities to improve the public domain. A critical part of this will be increasing urban tree canopy cover. This can be complemented by other green cover, including rain gardens, green roofs and green walls. Green cover can help slow and store stormwater and improve water quality, filtering pollution before it reaches the District's waterways.

Challenges to extending the urban tree canopy in public and private areas include the lack of sufficient space within existing street corridors, and the competition with other forms of infrastructure both above and below the ground. Opportunities to relocate power lines underground or bundle them may be explored at a local or precinct scale, particularly in areas experiencing urban renewal, to provide space for the urban tree canopy and enhance the public domain. Extending the urban tree canopy should be balanced with the need to allow sunlight into homes and onto roofs for solar power.

Along many busy roads, where there is limited space to plant new trees there may be opportunities to plant other forms of green ground cover, such as garden beds and hedges, that can help improve air quality.

The District's councils provide guidance on enhancing tree canopy cover, and information on

street trees. Some encourage permeable surfaces to allow rainwater to soak into the ground and reduce stormwater run-off, which supports the growth of canopy trees and vegetation, and reduces pollution, flooding and urban heat. Where trees are lost as a result of development, some councils have programs to plant replacement trees in the public realm.

The NSW Department of Environment and Planning's *Apartment Design Guide* and the new *Greenfield Housing Code* guide the requirements for landscape areas that can support the urban tree canopy. The NSW Department of Planning and Environment is preparing an urban tree canopy manual, as part of a green infrastructure policy framework, to support the expansion of the urban tree canopy.

Connecting the Greater Sydney Green Grid

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

The long-term vision for the Greater Sydney Green Grid in the Central City District is shown in Figure 24. This vision will be delivered incrementally over decades, as opportunities arise and detailed plans for connections are refined. Green Grid Priority Projects have been selected to provide district-scale connections that link open space, waterways and bushland. Table 5 lists Green Grid projects for the District.

Councils will lead the delivery of the Greater Sydney Green Grid through land use planning and infrastructure investment mechanisms such as

development and land use controls, agreements for dual use of open space and recreational facilities, direct investment in open space, and other funding mechanisms such as local development contributions and voluntary planning agreements.

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

The NSW Government supports the delivery of regional open space and green grid connections through the Metropolitan Greenspace Program. The NSW Government also supports the delivery of regional open space, using Special Infrastructure Contributions. The NSW Government allocated \$123 million funding for 2017–18 (administered by the Commission) for the revitalisation of Parramatta Road as part of the Parramatta Road Urban Amenity Improvement Program.

Transport for NSW is establishing a Principal Bicycle Network in collaboration with councils. Opportunities to integrate the Principal Bicycle Network with the Greater Sydney Green Grid will be an important part of linking centres.

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

Related government initiatives:

- NSW Office of Environment and Heritage
[2015 *Urban Green Cover in NSW Technical Guidelines*](#)


 Actions	Responsibility
68. Expand urban tree canopy in the public realm.	Councils, other planning authorities and State agencies
69. Progressively refine the detailed design and delivery of: <ol style="list-style-type: none"> Greater Sydney Green Grid priority corridors and projects important to the District opportunities for connections that form the long-term vision of the network. walking and cycling links for transport as well as leisure and recreational trips. 	Councils, other planning authorities and State agencies
70. Create Greater Sydney Green Grid connections to the Western Sydney Parklands.	Councils, other planning authorities and State agencies

Table 5: Central City District Green Grid Priorities

Priority corridors

1 Parramatta River Foreshore

A continuous open space corridor along both sides of the Parramatta River, connecting Westmead and Parramatta Park to Sydney Olympic Park and Rhodes, with future connections eastward towards Iron Cove.

2 Duck River Open Space Corridor

A continuous walking and cycling north-south link between Parramatta, Camellia, Granville, Auburn, Regents Park to Bankstown. Enhancing and expanding the existing open space assets will establish the corridor as regional open space with improved recreational space, habitat for ecological communities and better treatment of stormwater.

3 Prospect Reservoir Water Pipeline Corridor

A connected open space corridor linking Prospect Reservoir and Western Sydney Parklands through Pemulwuy, Greystanes, Merrylands West, Smithfield, Guildford, Chester Hill and Regents Park. This project will also connect with other projects including the Duck River Open Space Corridor.

4 Western Sydney Parklands Extension and Connections

This project will enhance access to open space, recreation and greener urban landscapes for the growing population of the North West Growth Area. Future extensions north along Eastern Creek could connect the Western Sydney Parklands to South Creek and the Hawkesbury River.

Projects important to the District

5 Cattai and Caddies Creek Corridors

This will use the creek corridors for recreation, walking and cycling, urban greening, improved water quality and stormwater treatment and ecological protection, and create east-west links to provide access between the parallel creek corridors.

6 Parramatta Road Corridor

The transformation and renewal along Parramatta Road will improve north-south green links between existing areas of regional open space, the Parramatta River and the Cooks River.

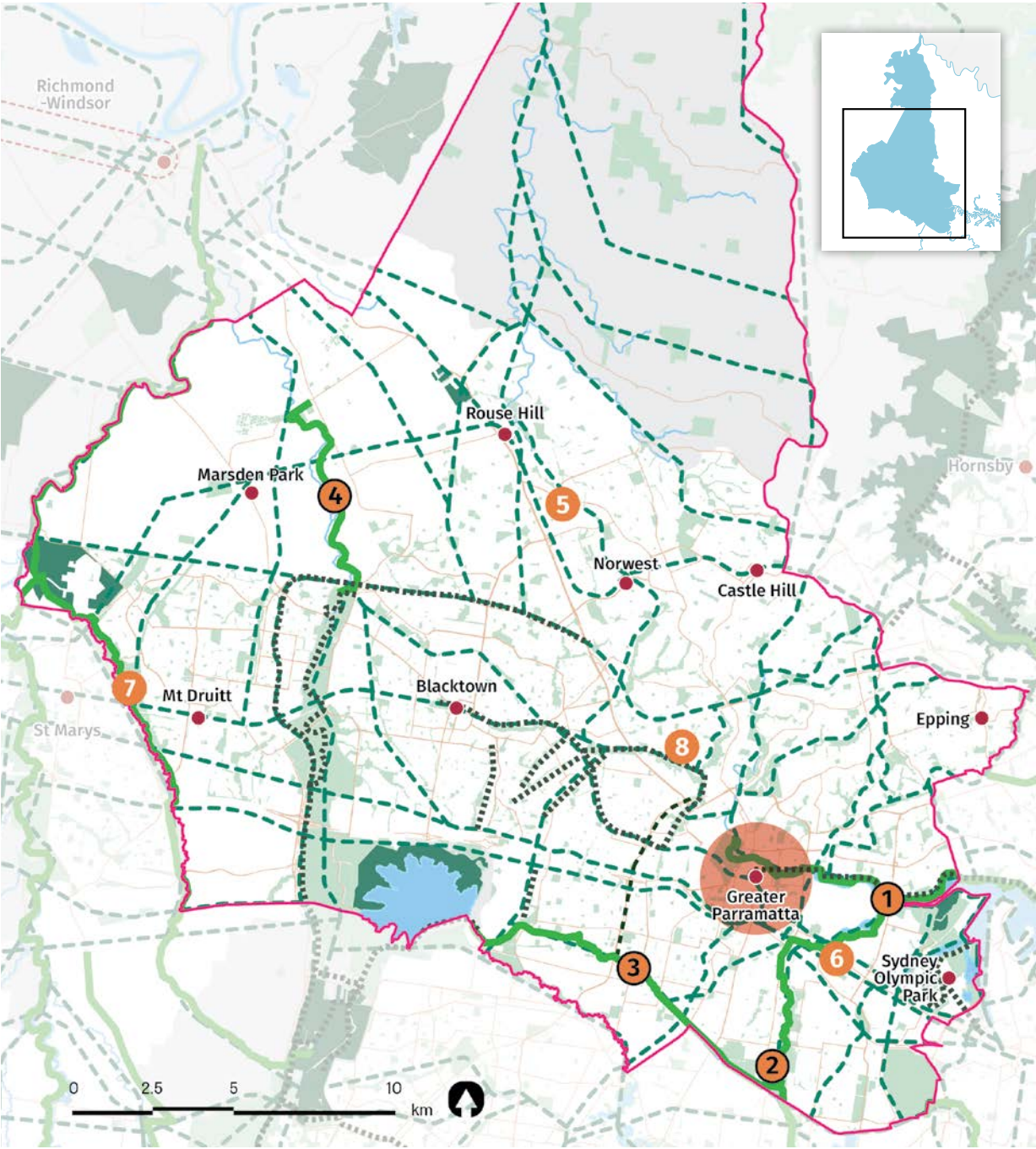
7 Ropes Creek Corridor

A green link will connect Cecil Hills, Erskine Park, Minchinbury, Mount Druitt, Oxley Park, St Marys and Ropes Crossing. This project will also help protect the ecology of the creek, improve water quality and provide walking and cycling trails and enhance access to Wianamatta Regional Park.

8 Toongabbie and Blacktown Creeks Corridor

A high quality link between Blacktown and Parramatta will increase access to regional open space and restore degraded bushland.

Figure 24: Central City District Green Grid opportunities



- | | | |
|------------------------------|------------------------------------|-------------------------|
| District Boundary | Projects important to the District | Open Space and Reserves |
| Metropolitan Centre | Other Green Grid Opportunities | Waterways |
| Strategic Centre | Existing Tracks and Trails | |
| Metropolitan Rural Area | Road | |
| Green Grid Priority Corridor | National Parks and Reserves | |

Source: Greater Sydney Commission, 2017, adapted from Sydney Green Grid, report prepared by Tyrell Studio and Office of the Government Architect for the Greater Sydney Commission

Parramatta Ways Walking Strategy – Implementing Greater Sydney’s Green Grid

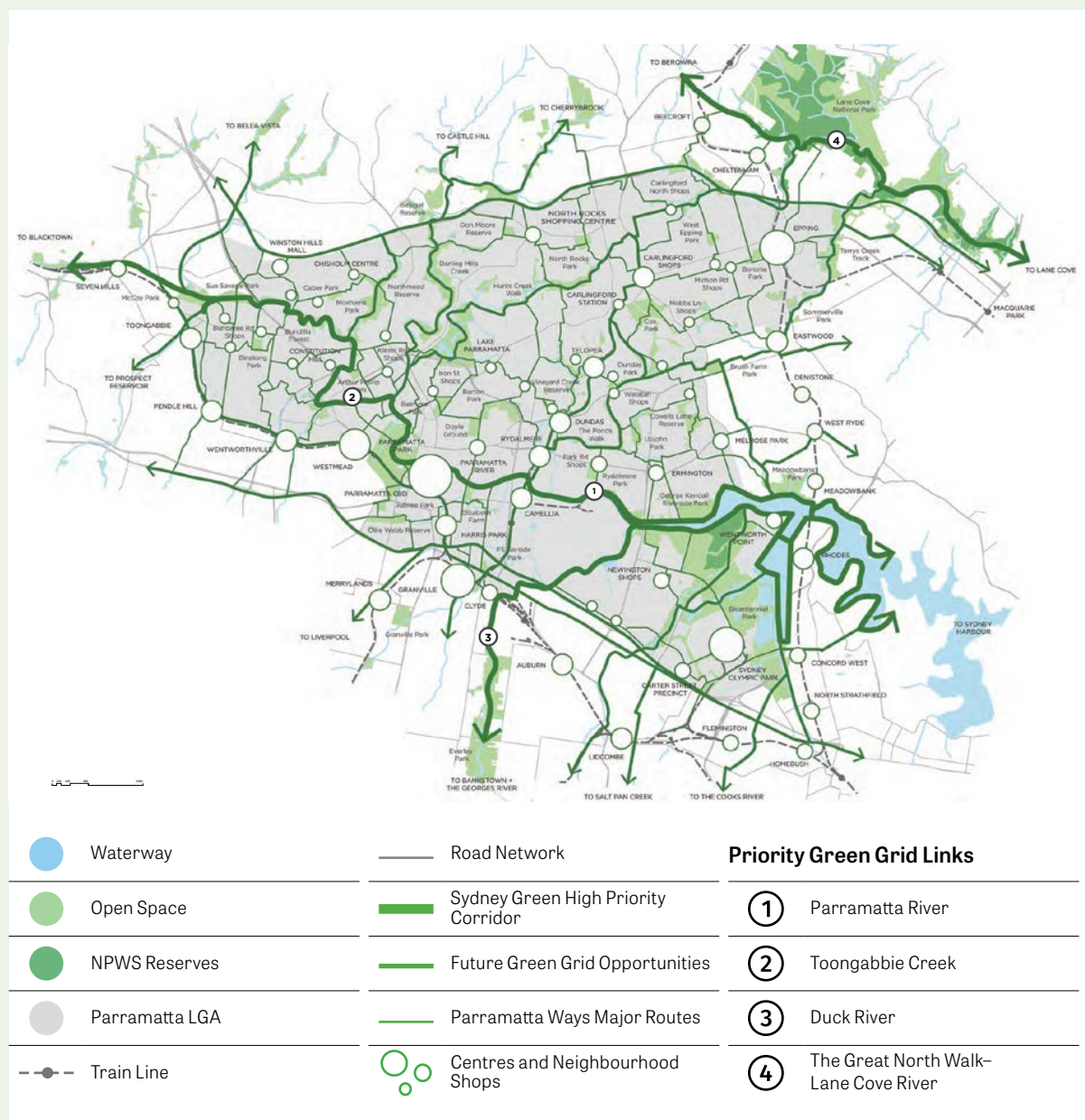
Developed by the City of Parramatta Council and funded under the Metropolitan Greenspace Program, Parramatta Ways Walking Strategy is a plan to better connect communities to each other and to open space. It delivers and expands on the Greater Sydney Green Grid.

Parramatta Ways aims to complement existing initiatives in areas such as transport, streetscapes, urban greening, recreation, environment, place-making, city activation,

water sensitive urban design, heritage promotion and urban heat island effect mitigation.

The project is anticipated to assist stakeholders through the identification and prioritisation of important connections. Parramatta Ways demonstrates the delivery of NSW Government policy at the local level.

Figure 25: Parramatta Ways Walking Strategy



Planning Priority C17

Delivering high quality open space

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategy:

Objective 31

Public open space is accessible, protected and enhanced.

Public open space is a form of green infrastructure that enhances the character of the Central City District's neighbourhoods, supports healthy and active lifestyles, and brings communities together. As the District grows, providing for and developing innovative ways to optimise open space areas for recreation, sport and social activities, as well as establishing physical links that support social networks and create a sense of community, will become increasingly important. Connected walking and cycling trails will maximise their use.

The key considerations for planning open space are quality, quantity and distribution. The Greater Sydney Green Grid will help improve access and distribution. In existing urban areas there will be relatively few opportunities to increase the quantity of public open space. Therefore, greater emphasis will be needed on improving the quality and distribution of open space, including sporting facilities.

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

Urban renewal also creates opportunities to increase the quantity of open space. Planning for urban renewal needs to consider opportunities to deliver new, improved and accessible open space, including spaces for active sport and recreation, that meet the needs of the growing community. High density development (over 60 dwellings per hectare) should be located within 200 metres of quality open space and all dwellings should be within 400 metres of open space.

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

In local and strategic centres, local open space is important to provide places for workers to relax and for people to meet and socialise. It also provides for tree and vegetation planting in the centre.

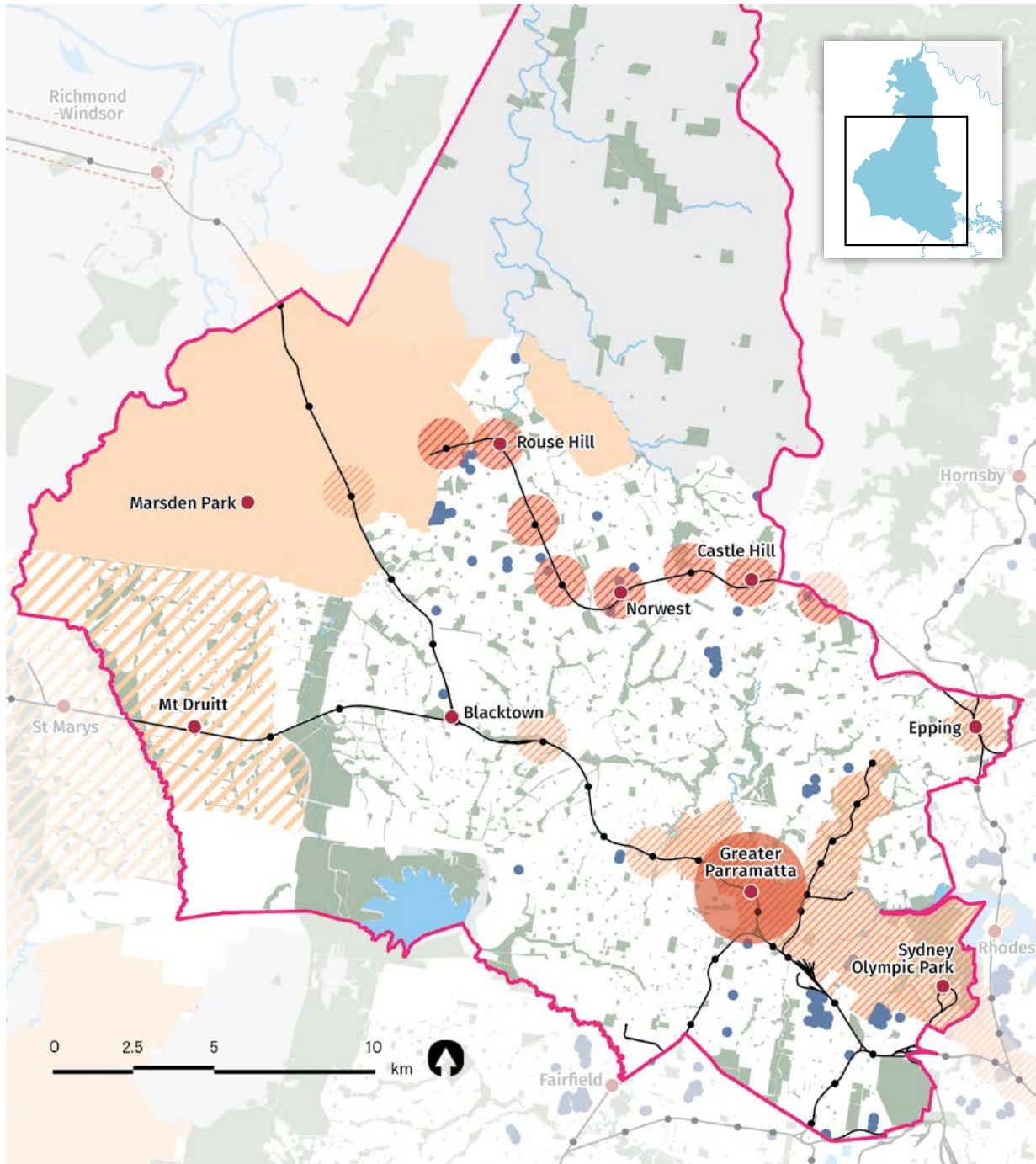
Within the land release areas of the District, provision will need to be made to accommodate new open space areas to fulfil the wide needs of the community – from local playgrounds to sportsgrounds.

Place-based planning can identify opportunities to improve the quality, management and use of existing open space, and to provide new open space.

Thirteen per cent of the Central City District is open space (refer to Figure 26). There are pockets of high quality open space such as the Western Sydney Parklands, Millennium Parklands, Duck Creek Open Space Corridor and Rouse Hill Regional Park that cater for the active recreation and open space needs of the District's communities.

Additional open space areas and sports and recreation facilities and innovative use of existing ones will be required to accommodate the needs of the growing population, especially in areas where residential density is increasing. This will be important in and around strategic centres and Planned Precincts in order to alleviate pressure on existing open space. Replacement fields and facilities are required to accommodate growing demand. Demand for nature-based recreation will need to be managed to minimise impacts on biodiversity.

Figure 26: Central City District access to open space



	District Boundary		Greater Penrith to Eastern Creek Growth Area		Residential Areas > 400m to open space
	Metropolitan Centre		Transit Oriented Development		Open Space
	Strategic Centre		Urban Renewal Area		Metropolitan Rural Area
	Land Release Growth Area		Railway		

Where the future of any larger spaces used for activities such as golf courses are uncertain, due to declining membership and attendance figures, any land or facilities in public ownership should be retained as open space and transitioned to shared open space and facilities, including for organised sports. For land in private ownership, there may be opportunities for part of the land to be repurposed or set aside for open or shared spaces. Open space within school grounds is a potential asset that could be shared by the wider community outside of school hours.

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

The District's waterways provide opportunities for passive and active open space. For example, Prospect Reservoir has the potential to become a valuable recreational location. It is a magnificent 520-hectare water body with an adjacent nature reserve around its northern perimeter and the Western Sydney Parklands nearby. There could be opportunities to enhance and activate the recreational areas along the waterfront and integrate the Reservoir into the wider Western Sydney Parklands tourism precinct.

Protecting and enhancing existing access to natural landscapes, parks and sportsgrounds can encourage more active lifestyles. Liveability outcomes will also be enhanced with greater sharing of sports and community facilities across the District.

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

 Actions	Responsibility
71. Maximise the use of existing open space and protect, enhance and expand public open space by: <ol style="list-style-type: none"> providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space requiring large urban renewal initiatives to demonstrate how the quality of, or access to, high quality and diverse local open space is maintained or improved planning new neighbourhoods with a sufficient quantity and quality of new open space delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses delivering or complementing the Greater Sydney Green Grid providing walking and cycling links for transport as well as leisure and recreational trips. 	Councils, other planning authorities, State agencies and State-owned corporations
72. Explore new recreational opportunities at Prospect Reservoir in collaboration with Sydney Water, the Commission and other stakeholders.	Western Sydney Parklands Trust

Planning Priority C18

Better managing rural areas

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding strategies:

Objective 29

Environmental, social and economic values in rural areas are protected and enhanced.

The Central City District's rural areas contribute to habitat and biodiversity, support productive agriculture, provide mineral and energy resources, and sustain local rural towns and villages. They are part of the larger Metropolitan Rural Area.

The District's rural areas include bushland, areas of productive agriculture, and rural residential communities at Middle Dural, Kenthurst and Annangrove in The Hills Shire. The rural area of Dural spans the local government areas of Hornsby in the North District and The Hills Shire (refer to Figure 27). This land is increasingly under pressure for urban development.

The District has two agricultural clusters: a multi-use cluster horticulture (vegetable and tree fruits) at Maroota; and part of the multi-use cluster horticulture (vegetable and tree fruits) at Middle Dural, Galston and Arcadia (within the North District).

There are extractive industries based on construction material resources in the north and west of the District, with a major concentration of construction sand around Maroota, Maroota South and Glenorie. Maintaining local supplies of construction materials will support the growth of the District and Greater Sydney.

Most of the rural area in the District is of high environmental value and is identified in *The Hills Local Environmental Plan 2012* as having biodiversity value or being constrained land, or being subject to a conservation agreement. A significant proportion of the District's rural land is under-utilised and has the potential to be used for more productive rural uses.

Urban development is not consistent with the values of the Metropolitan Rural Area. *A Metropolis of Three Cities* takes a strategic approach to delivering Greater Sydney's future housing needs within the current boundary of the Urban Area, including existing growth areas.

Urban development in the Metropolitan Rural Area will be considered only in the urban investigation areas identified in *A Metropolis of Three Cities*. Urban investigation areas have been identified as part of a structured approach to managing the long-term growth of Greater Sydney in a deliberate and carefully planned way, where land use is integrated with major transport corridors. There are no urban investigation areas in the Central City District.

Increased demand for biodiversity offset sites and limiting urban development in the Metropolitan Rural Area will help make it more attractive for landowners to protect biodiversity on private land through stewardship agreements.

The towns and villages such as Dural and Glenorie in the District's Metropolitan Rural Area offer essential retail and community services within rural settings.


Maintaining and enhancing the distinctive character of each rural and bushland town and village is a high priority. Ongoing planning and management of rural towns and villages will need to respond to local demand for growth, the character of the town or village and the surrounding landscape and rural activities. Rural and bushland towns and villages will not play a role in meeting regional or district-scale demand for residential growth.

The Central City District's rural areas contain some locations for people to live in a rural or bushland setting. These areas are primarily zoned RU2 Rural Landscape or RU6 Transition.

Rural residential development is not an economic value of the District’s rural areas and further rural residential development is generally not supported. Limited growth of rural residential development could be considered where there are no adverse impacts on the amenity of the local area and where the development provides incentives to maintain and enhance the environmental, social and economic values of the Metropolitan Rural Area. This could include the creation of protected biodiversity corridors, buffers to support investment in rural industries and protection of scenic landscapes.

Parts of the urban-rural fringe are owned by the Deerubbin Local Aboriginal Land Council. Future planning of these areas may require flexibility in order to balance rural values with the objectives of greater economic participation and community and cultural use of these areas by Aboriginal people.

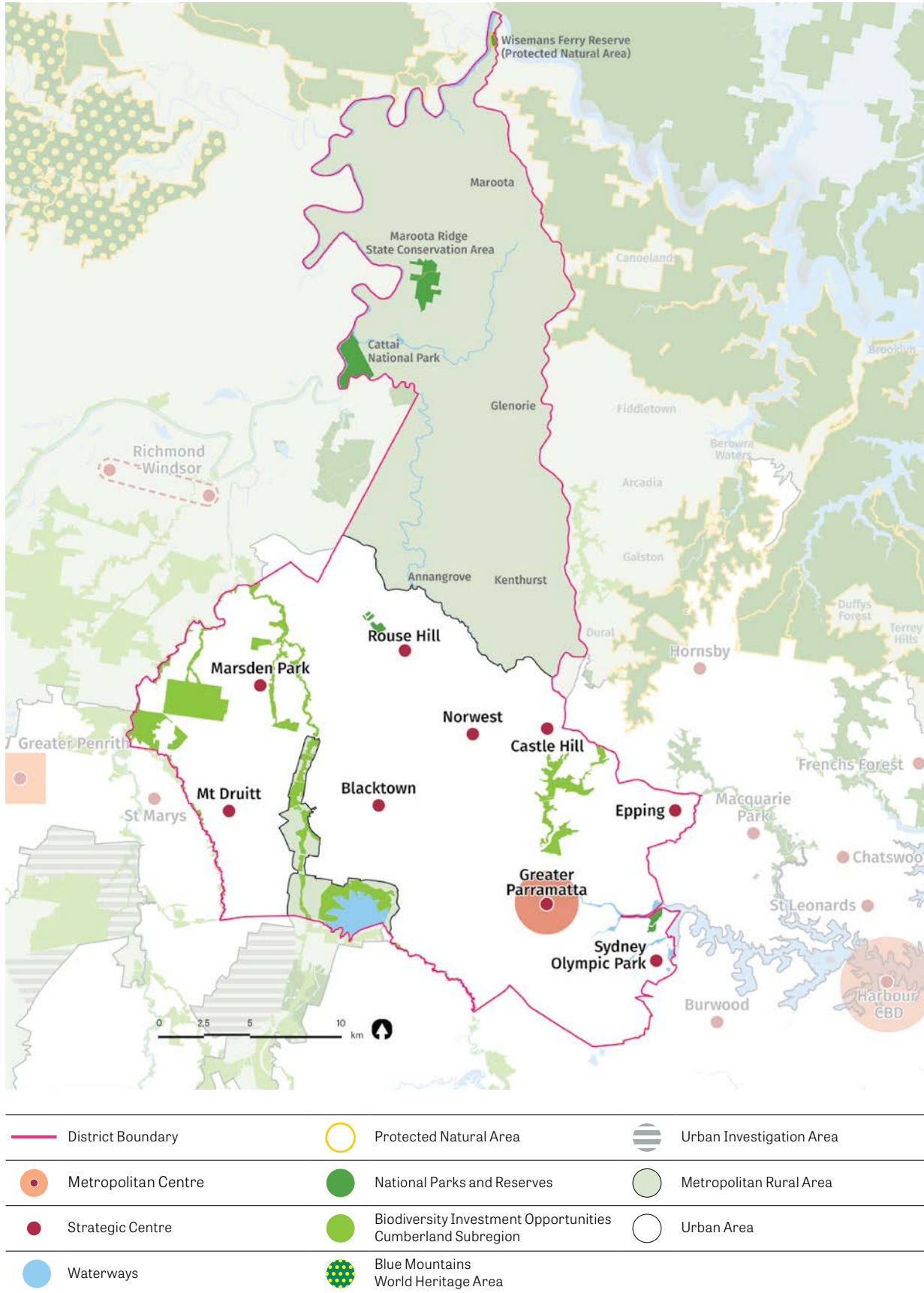
Design-led placed based planning will help manage its environmental, social and economic values, maximise the productive use of rural areas, and incentivise biodiversity protection for remnant vegetation. Design-led planning for landscape units will provide councils with a process to engage more effectively with stakeholders, examine complex issues more clearly, identify important rural values at a local scale and set priorities for maintaining and enhancing these values through local land use planning.

 Actions	Responsibility
73. Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.	Councils and other planning authorities
74. Limit urban development to within the Urban Area.	Councils, other planning authorities, State agencies and State-owned corporations



Wisemans Ferry

Figure 27: Central City District Metropolitan Rural Area and Protected Natural Area.



Planning Priority C19

Reducing carbon emissions and managing energy, water and waste efficiently

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 33

A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.

Objective 34

Energy and water flows are captured, used and re-used.

Objective 35

More waste is re-used and recycled to support the development of a circular economy.

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

The District has an opportunity to include precinct-wide energy, water and waste efficiency systems for land release, urban renewal, industrial and urban services land, centres and Collaboration Areas.

Adopting a place-based approach is necessary to achieve the best sustainability outcomes, including renewing and replacing inefficient infrastructure and organising utilities, waste management, car parking, amenities, open space, urban green cover and public spaces.

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

A low-carbon District

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

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

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

- new public transport infrastructure, electric vehicles and autonomous vehicles to connect residents to their nearest strategic centre or metropolitan centre within 30 minutes
- a range of transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, carpooling and on-demand transport
- new building standards and retrofits so that energy, water and waste systems operate as efficiently as possible in residential and non-residential buildings
- building and precinct-scale renewable energy generation
- waste diversion from landfill.

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

Building on existing public transport connections with electric vehicle transport hubs, shared autonomous vehicles and other innovative transport technologies can further reduce greenhouse emissions, and reduce levels of noise and air pollution. Prioritising parking spaces for car sharing and carpooling can support more efficient use of road space and help reduce emissions. Emerging transport technologies will reduce the need for parking spaces and help reduce congestion.

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

Recycling local water and harvesting stormwater creates opportunities for greening public open spaces including parks, ovals and school playgrounds.

Recycling water diversifies the sources of water to meet demands for drinking, irrigating open spaces, keeping waterways clean and contributing to Greater Sydney's water quality objectives.

Recycling and reducing waste

There is diminishing capacity in existing landfill sites in Greater Sydney, with more waste being sent to landfill outside the region. This increases costs to the community. Additional sites for waste management in Greater Sydney would improve efficiencies in managing waste.

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

Treating separated organic waste and then processing it through an energy-from-waste facility will reduce waste to landfill, and help to reduce greenhouse gas emissions.

Blacktown, Parramatta and Cumberland councils use alternative waste treatment facilities to capture and recover more recyclable materials from the red-lid general waste bins. This process helps to increase the recycling rate.

In higher density neighbourhoods, innovative precinct-based waste collection, re-use and recycling would improve efficiency, reduce truck movements and boost the recycling economy. This approach could be initially established in the District's larger centres, such as Greater Parramatta, Blacktown, Sydney Olympic Park and Norwest. Where possible, additional land should be identified for waste management, reprocessing, re-use and recycling.



Sustainable waste management

Related government initiatives:

- NSW Environment Protection Authority [*NSW Waste Avoidance and Resource Recovery Strategy 2014–2021*](#)
- NSW Environment Protection Authority [*Resources for local council waste and recycling operations*](#)
- NSW Environment Protection Authority [*Waste Less, Recycle More*](#)

GPOP

By 2050, GPOP residents will consume more than 40 gigalitres of water each year. To address this, non-drinking water will be used for toilet flushing, irrigation of green spaces and other appropriate uses in homes.


GPOP presents the opportunity to change the way that water resources are managed. This will shift from reliance on coastal treatment and ocean discharge of treated wastewater and will plan a new facility on a site up to 17 hectares in GPOP's urban services area.

Collaboration and strategic partnerships can develop a hub where this valuable resource is managed and recycled locally. This facility would become an innovative and integrated resource recovery facility which, would produce recycled

water; co-digest domestic biosolids and food waste to generate energy; and potentially be a net electricity exporter to the grid.

Exploring opportunities to leverage the Olympic legacy of the 'Green Games' and the *Sydney Olympic Park Authority Act 2001* that encourages the use of renewable energy with the goal of developing and attracting clean and green industries.

Precinct-scale approaches have also been adopted in the Rouse Hill Town Centre, which is a low-water, low-energy and renewable energy-based precinct. These principles could be extended to other growth areas and urban renewal projects.

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

Planning Priority C20

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

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 36

People and places adapt to climate change and future shocks and stresses.

Objective 37

Exposure to natural and urban hazards is reduced.

Objective 36

Heatwaves and extreme heat are managed.

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

Effective planning can reduce the exposure to natural and urban hazards and builds resilience to shocks and stresses. Planning for population growth and change needs to consider exposure at a local level as well as cumulative impacts at district and regional levels.

State agencies and councils use a range of policies and tools to reduce risks from natural and urban hazards. Centralised and coordinated collection of data on hazards, particularly on how infrastructure is exposed to hazards, will help embed resilience in land use planning and infrastructure planning.

Natural and urban hazards

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

Climate change is likely to result in a longer bushfire season with more bushfires and longer lasting heatwaves with more extremely hot days. Areas such as Blacktown experience on average 20 very hot days (above 35 degrees), with projections for an additional five to 10 very hot days per year in the near future. Heatwaves kill more people than bushfires, with disadvantaged and elderly people most affected.

Past and present urban development and activities can also create urban hazards such as noise and air pollution, and soil contamination. Compared to many cities around the world, Greater Sydney enjoys excellent air quality, which enhances its reputation as a sustainable and liveable city. However, the combined effect of air circulation patterns in the Sydney Basin, local topography, and proximity to different air pollution such as wood-fire smoke, can lead to localised air quality issues.

Transport movements along major roads and rail corridors generate noise and are a source of air pollution. The degree of noise or air pollution can be related to the volume of traffic and the level of truck and bus movements. The design of new buildings and public open space can help reduce exposure to noise and air pollution along busy road and rail corridors. Public transport, walking and cycling, as well as hybrid and electric cars provide opportunities to reduce air pollution. The NSW Government has recently strengthened regulation of ventilation outlets in motorway tunnels, which will also help reduce air pollution.

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

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

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

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

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

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

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

Traditionally, planning in NSW has considered the one in 100 chance per year flood event. Given the significant depths between the one in 100 chance per year flood and the probable maximum flood in the Hawkesbury-Nepean Valley, a risk-based approach that considers the full range of flood sizes is more appropriate.

Flooding constraints also exist in other areas of the District, many of which are undergoing significant growth and redevelopment. One notable example is that of the Parramatta CBD, which is the most flash-flood affected major CBD in Australia. A major flood in the CBD could cause very significant damage. Current flood management projects such as development of a flood warning system, combined with strategic planning for growth in flood-prone areas, must recognise the exceptional risk to public safety and consider appropriate design measures to strengthen the resilience of buildings and the public domain in a flood event.

The NSW Government has developed the *Floodplain Development Manual 2005* to guide development on areas at risk of flooding. Councils are responsible for managing flood risk in their local government areas and typically impose flood-related development controls in areas below the one in 100 chance per year flood level.

Flooding in the Hawkesbury-Nepean Valley

The size and topography of the Hawkesbury-Nepean Valley means it has the greatest flood exposure in NSW. Unlike most other river catchments in Australia, the Hawkesbury-Nepean Valley floodplain has significantly higher depths during flood events created by several narrow gorges in the Valley that constrict the flow of floodwater. There is a complex interaction between the main flow of the river and the multiple rivers and creeks that contribute to the catchment creating a 'bathtub effect'.

Evacuation of people in extreme events is made complicated by the size of the area affected and the need to evacuate certain areas early, before they become isolated by rising flood waters.

Some communities are built on 'flood islands' that can also become isolated during floods, and key evacuation routes can face congestion or inundation during higher floods. This creates challenges for urban development and emergency management planning in the catchment.

Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy 2017 aims to reduce the potential risk to life, the economy and communities. This strategy highlights the importance of strategic and integrated land use and road planning and adequate local roads for evacuation.

Given the scale of the severity and regional-scale of the risk, more stringent consideration is warranted for areas affected by the probable maximum flood (PMF) as well as the one in 100 chance per year

flood. The NSW Department of Planning and Environment is leading work to develop a planning framework to address flood risk in the Hawkesbury-Nepean Valley. This will include an examination of the cumulative impact of development within the Hawkesbury-Nepean Valley on flood risk. While this work is underway, the following planning principles will be applied to both local strategic planning and development decisions:

- avoiding intensification and new urban development on land below the current one in 100 chance per year flood event (one per cent annual exceedance probability flood event)
- applying flood related development controls on land between the one in 100 chance per year flood level and the PMF level
- providing for less intensive development or avoiding certain urban uses in areas of higher risk and allowing more intensive development in areas of lower flood risk, subject to an assessment of the cumulative impact of urban growth on regional evacuation road capacity and operational complexity of emergency management
- balancing desired development outcomes in strategic centres with appropriate flood risk management outcomes
- avoiding alterations to flood storage capacity of the floodplain and flood behaviour through filling and excavation ('cut and fill') or other earthworks
- applying more flood-compatible building techniques and subdivision design for greater resilience to flooding.



Hawkesbury-Nepean Valley (Sydney Water)

Figure 28: Vulnerability to heatwaves

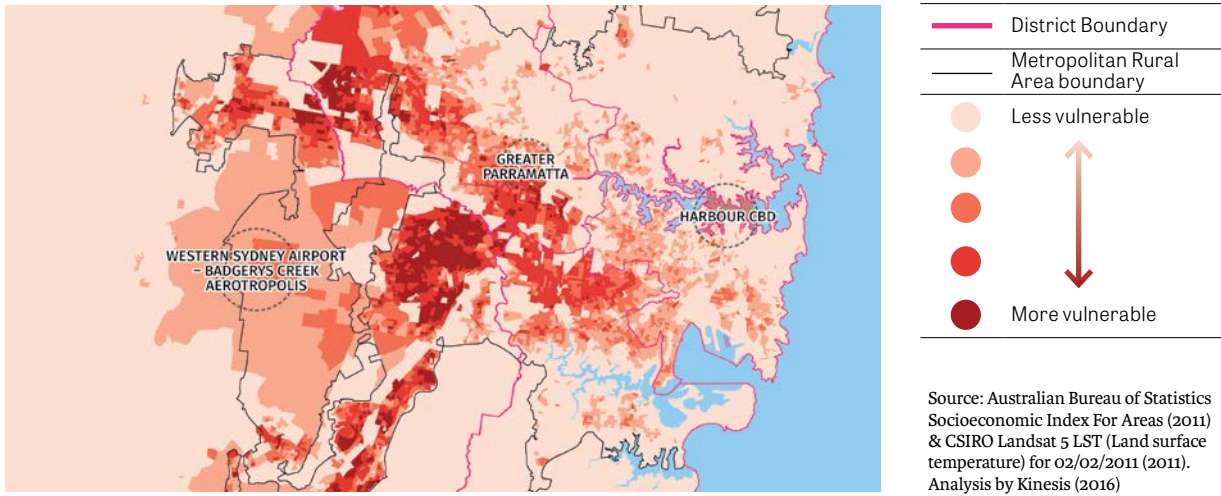


Figure 29: Land surface temperature during a heatwave

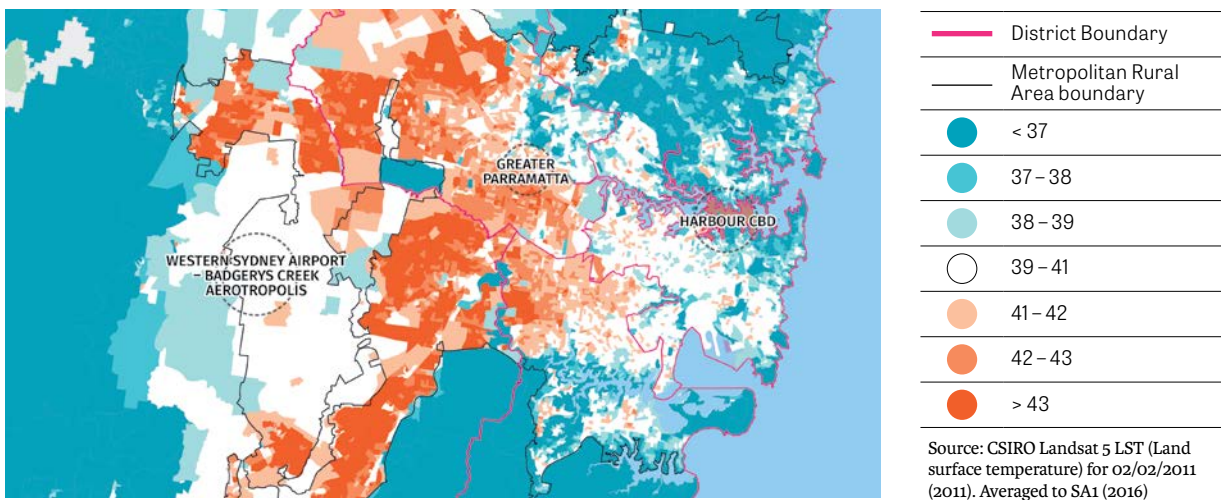
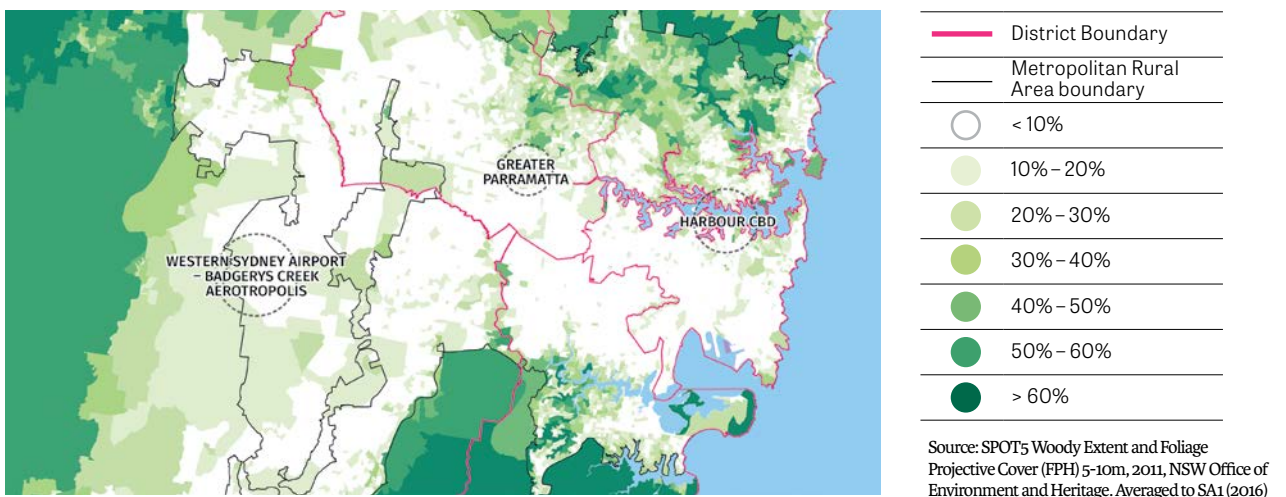


Figure 30: Tree canopy cover at 2011



Adapting to climate change

The most significant natural hazards and acute shocks that affect the Central City District include bushfire, flooding and severe storms. These natural phenomena will be exacerbated by climate change.

Air temperatures in Greater Sydney are expected to increase due to climate change and increasing urbanisation. With projected increase in the number of heatwaves and extreme temperature days, taking action to cool the city, in conjunction with supporting the community to adapt to a changing climate are increasingly important.

Figure 28 shows different levels of vulnerability to heatwaves. Areas are ranked by their combined level of socioeconomic disadvantage and exposure to heat during a heatwave. Figure 29 shows land surface temperatures during heatwave conditions. Figure 30 shows tree canopy cover as at 2011.

The way neighbourhoods and buildings are planned and designed can help communities adapt and be more resilient to extreme heat. Increased tree canopy and green ground cover will also help to mitigate extreme heat.

Retaining more water in the landscape and integrating waterways in the design of new communities will help create a greener and cool city. Water-play features and connections with water will become essential elements of urban areas, while green walls, green roofs and initiatives such as rain gardens will help cool urban environments.

Building design and building materials can also mitigate the urban heat island effect. Cooler building materials, including lighter-coloured roofs, lighter-coloured paving and more permeable paving can be highly effective.

Shocks and stresses

Councils across the Central City District are participating in the 100 Resilient Cities initiative and considering ways to respond to shocks and stresses that could strengthen community resilience. The Australian Government has released *Australia's Strategy for Protecting Crowded Places from Terrorism 2017*, which provides a framework for making public places safer and more resilient. This strategy is accompanied by tools that councils, building owners and managers can use to implement protective measures that will strengthen community resilience.

Related government initiatives:

- NSW Office of Environment and Heritage [Floodplain Development Manual 2005](#)
- NSW Rural Fire Service [Planning for bush fire protection 2006](#)
- NSW Justice Office of Emergency [Management 2011 State Heatwave Sub Plan](#)
- NSW Office of Environment and Heritage [AdaptNSW](#)
- Australian Government [Australia's Strategy for Protecting Crowded Places from Terrorism](#)

Useful link

- [100 Resilient Cities](#)

 Actions	Responsibility
81. Support initiatives that respond to the impacts of climate change.	Councils, other planning authorities and State agencies
82. Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.	Councils, other planning authorities and State agencies
83. Mitigate the urban heat island effect and reduce vulnerability to extreme heat.	Councils, other planning authorities and State agencies
84. Respond to the direction for managing flood risk in the Hawkesbury-Nepean Valley as set out in <i>Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy</i> .	Councils, other planning authorities and State agencies
85. Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in the Parramatta CBD.	Council, other planning authorities and State agencies

6

Implementation

Successful implementation of the district plans requires:

- councils to prepare and implement local strategic planning statements as part of their strategic planning framework
- councils to update local environmental plans through the development of their local strategic planning statements and other relevant plans and policies
- collaboration across government and with local government and the private sector where each have clear roles and responsibilities (refer to Figure 31)
- private sector investment in line with the expectations and targets for housing, and jobs including commercial, retail and industrial developments
- infrastructure delivery which is responsive to the District Plan's priorities and growth patterns across each District
- ongoing engagement to inform implementation
- annual monitoring of the performance of the District Plan and the status of delivering actions.

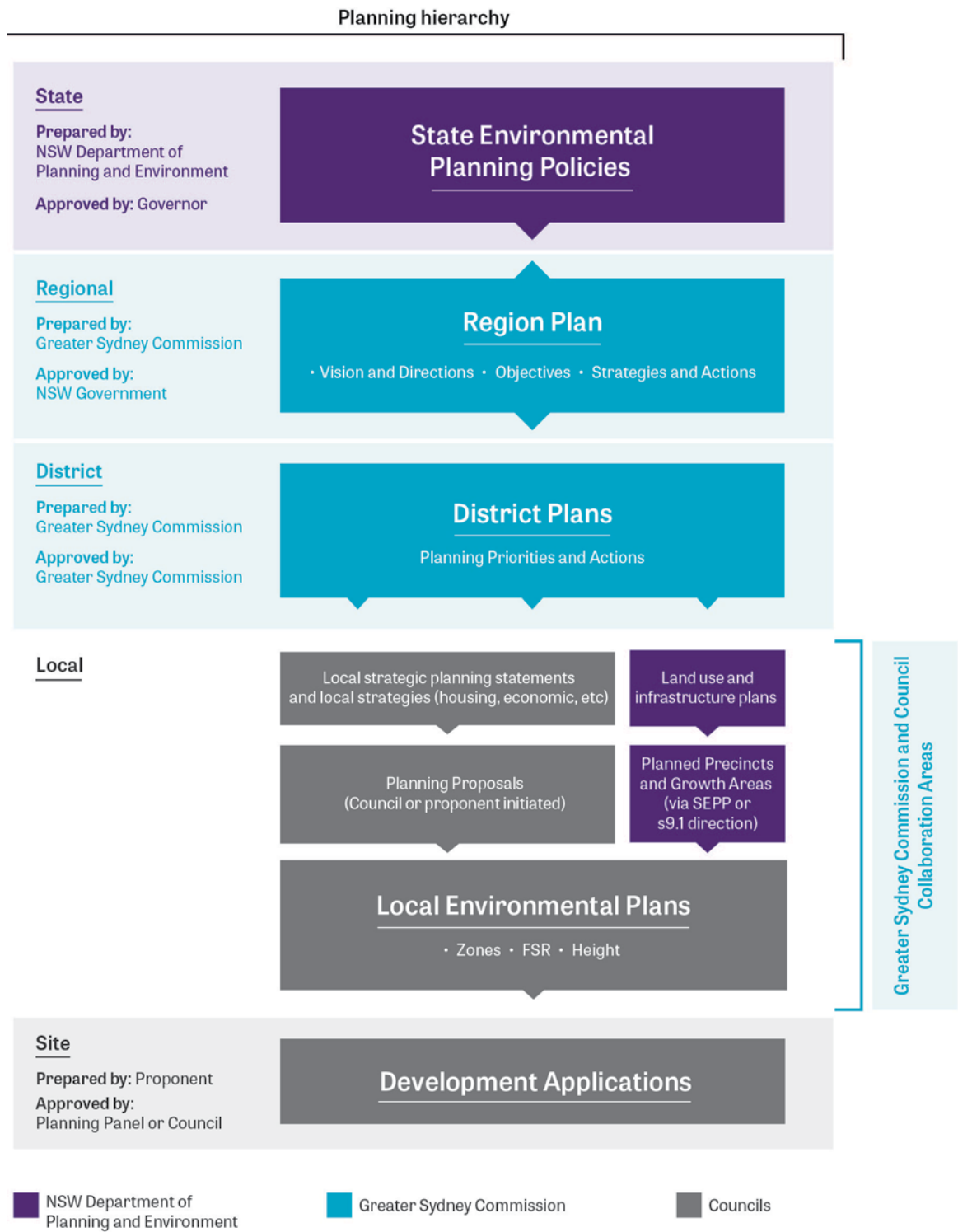
Role of district and local plans

Region and district plans inform the preparation and endorsement of local strategic planning statements and the preparation and assessment of planning proposals. Councils are to complete the update of their local environmental plan within three years of the district plans being finalised. This involves councils:

- reviewing their strategic planning framework, including a review of the existing local environmental plans against the relevant District Plan
- undertaking necessary studies and strategies and preparing a local strategic planning statement which will guide the update of the local environmental plans.

To accelerate the local planning process, the Housing Affordability Package announced by the NSW Government in June 2017 requires the Greater Sydney Commission, as part of a suite of policy measures, to nominate 10 Priority Councils in Greater Sydney, which will each receive up to \$2.5 million to assist with updating their local environmental plans to give effect to the district plans, within two years of the Commission releasing final district plans.

Figure 31: Roles of planning authorities in Greater Sydney



The role of the local strategic planning statement is to provide an alignment between regional and district strategic plans and local strategic planning and delivery. To assist the alignment of regional – district and local planning protocols are required that formalise cooperation between State and local governments in that many of the opportunities and challenges in local planning are inter-related with government programs, particularly infrastructure investment.

Therefore a level of consistency in strategic planning approaches is needed to provide:

- alignment in interpretation of the region and district plans that supports the development of local strategic planning statements
- coordinated inputs by State agencies, particularly where State agency programs cross council and district boundaries – such as investment in major rail corridors, or the need for a new high school
- the ongoing review of the region and district plans that is informed by local inputs.

The first step towards this is developing, in consultation with councils a level of consistency in the approach to the council review of their local environmental plans.

Local planning is also informed by councils' community strategic plans. These community focused plans provide the strategic framework for the planning and delivery of services over a 10-year period for each local government area and are part of the broader Integrated Planning and Reporting Framework under the *Local Government Act 1993*. These plans can provide an important source of economic, social and environmental context for local strategic planning as well as a greater context to councils' delivery programs and operational plans. The community engagement strategy that supports the preparation of a community strategic plan may also inform a council's community participation plan.

As such a council, in the review of their local environmental plan can provide local economic, social and environmental context that will help identify the priorities for investigation needed to inform the local strategic planning statement.

In undertaking strategic planning processes, and/or preparing or considering planning proposals, planning authorities must give effect to the draft District Plan, specifically the planning priorities and actions. This also includes, as set out in the NSW Department of Planning and Environment's *A guide to preparing planning proposals*, consistency with other plans and policies that form part of the strategic planning framework for Greater Sydney, such as:

- State environmental planning policies – the NSW Department of Planning and Environment is currently reviewing state environmental planning policies as part of initiatives to simplify the NSW planning system and reduce complexity. This review process will modernise, simplify and improve the effectiveness and usability of the policies.
- Ministerial Directions under Section 9.1 of the *Environmental Planning and Assessment Act 1979*, which require consideration for local plan making that cover issues such as employment, environment and heritage, housing, infrastructure and urban development.

Information Note 6 outlines the status of the district plans in regard to planning matters.

Planning Priority C21

Preparing local strategic planning statements informed by local strategic planning

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding actions:

Objective 39

A collaborative approach to city planning.

A role of strategic planning is to provide a basis for planning decisions. Critically, strategic planning provides the community with transparency to the planning process. The Community Participation Plan and mandatory exhibition of draft local strategic planning statements reinforce the importance of community participation in shaping the plans that will guide future decision-making in their local area.

The local strategic planning required to inform the preparation of local strategic planning statements will support State-local government partnerships where State agencies have a critical role in supporting councils in managing growth and change. Councils' identification of the scope and priorities for local strategic planning will be a streamlined process supported by the Greater Sydney Commission and the NSW Department of Planning and Environment and follows a similar approach to the Greater Sydney Commission's review of *A Plan for Growing Sydney*. This approach highlights the importance of understanding the context at the same time as an assessment of the planning framework to deliver the plan.



Parramatta


As the first step in the implementation of the district plans it is therefore important to set up a strong foundation for local strategic planning in partnership with the community and State agencies. This will commence with a review of existing local environmental plans which is to include:

- an assessment of local environmental plans against the relevant district plan which can establish an understanding of the areas that would need to be addressed to give effect to the district plan's Planning Priorities and Actions
- local context including:
 - the basis for strategic planning in the area, having regard to economic, social and environmental matters,
 - the planning priorities for the area from any applicable community strategic plan under section 402 of the Local Government Act 1993 subject to any such strategic plan
 - relevant areas of State, regional and district significance, including growth areas and planned precincts identified in the district plan
 - impediments to giving effect to district plan

- conclusions including
 - findings of the review
 - recommendations for local strategic planning priorities to inform local strategic planning statements and local environmental plan updates.

It is intended that the output of this review will clearly identify each council's priorities in giving effect to the district plans and where the strategic planning includes key inputs for state agencies.

The Commission and the NSW Department of Planning and Environment will support councils in the preparation of these reviews through a series of technical workshops which will incorporate the input of councils on the implementation of local strategic planning statements and other plans and policies. This will also include guidance on the housing demand that will inform the development of 6–10 year housing targets.

 Actions	Responsibility
1. The Greater Sydney Commission will require a local environmental plan review to include: <ul style="list-style-type: none"> a. an assessment of the local environment plan against the district plan Planning Priorities and Actions b. local context analysis c. a overview and program for the local strategic planning required to inform the preparation of a local strategic planning statement that will inform updates to the local environmental plan 	Councils

Planning Priority C22

Monitoring and reporting on the delivery of the Plan

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objective and the corresponding actions:

Objective 40

Plans are refined by monitoring and reporting.

Monitoring and reporting will provide transparency to the community and other stakeholders. Action 13 in *A Metropolis of Three Cities* proposes that performance indicators be developed in consultation with State agencies and councils based around the 10 Directions that provide an integrated framework for both region and district plans. Performance indicators will also be used to monitor the performance of each district plan. This means the line of sight between the region and district plans will be underpinned by coordinated monitoring and it presents the opportunity for coordination with local planning.

It is intended that this common set of indicators enables a regional, and district, and local understanding of the performance of the plans. In this way evidence-based data can assist in the coordination of State and local planning decisions, a major issue raised in submissions to the draft region and district plans.

Developing indicators in consultation with agencies and councils would provide an opportunity to identify indicators that can also assist councils in their monitoring and reporting requirements of local strategic planning statements. Councils may also tailor monitoring and reporting appropriate to their local planning context.

As part of reporting on the implementation of the district plans, the Commission will also provide an annual report to the NSW Government on the status of the Actions in each district plan.







 Actions	Responsibility
2. Develop performance indicators in consultation with state agencies and councils that ensure the 10 Directions to inform inter-agency, State and local government decision-making.	Greater Sydney Commission, State agencies and councils

Table 6: Basis for monitoring the performance of the Plan

10 Directions		Basis for monitoring performance
Infrastructure and collaboration		
	1. A city supported by infrastructure	<p>As Greater Sydney grows and becomes more complex there is a need to design better ways of supporting growth and delivering appropriate infrastructure in the right places.</p> <p>A city supported by infrastructure will be measured against the outcomes achieved by city-shaping infrastructure that facilitates the three cities and city-serving infrastructure that is sequenced and aligned with forecast growth.</p> <p>Potential indicator: <i>Increased 30-minute access to a metropolitan centre/cluster.</i></p>
	2. A collaborative city	<p>Collaboration between government, industry and local communities will result in the best use of resources such as public spaces, school ovals and community facilities.</p> <p>A collaborative city will be measured against the outcomes achieved by all levels of government, industry and the community working together.</p> <p>Potential indicator: Increased use of public resources such as open space and community facilities.</p>
Liveability		
	3. A city for people	<p>Improved quality of life can be achieved by co-locating schools, recreation, transport, community and health facilities, social infrastructure and local services in walkable mixed-use places.</p> <p>A city for people will be measured against the outcomes achieved by improved access to local health, education, transport, recreation, social facilities and services.</p> <p>Potential indicator: Increased walkable access to local centres.</p>
	4. Housing the city	<p>Providing ongoing housing supply and a range of housing types in the right locations will create more liveable neighbourhoods and support Greater Sydney's growing population. Housing affordability is also a challenge that can affect job and lifestyle choices.</p> <p>Housing the city will be measured against the outcomes achieved by increasing housing supply and choice, and housing affordability.</p> <p>Potential indicators: Increased housing completions (by type); Number of councils that implement Affordable Rental Housing Target Schemes.</p>
	5. A city of great places	<p>The creation and renewal of great places for people, together with better local accessibility through walking and cycling, will achieve local liveability that attracts and retains residents and workers. Great places exhibit design excellence and start with a focus on open spaces and a people-friendly realm.</p> <p>A city of great places will be measured against the outcomes achieved by improved local accessibility and connections, and design excellence.</p> <p>Potential indicator: Increased access to open space</p>

10 Directions	Basis for monitoring performance
Productivity	
 <p>6. A well-connected city</p>	<p><i>A Metropolis of Three Cities</i> requires a well-connected Greater Sydney with new jobs, shops and services in well-located centres with efficient transport connections and safe and convenient walking and cycling routes. This creates a 30-minute city.</p> <p>A well-connected city will be measured against the outcomes achieved by improved access to metropolitan, strategic and local centres.</p> <p>Potential indicators: Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/cluster; Percentage of dwellings located within 30 minutes by public transport of a strategic centre.</p>
 <p>7. Jobs and skills for the city</p>	<p>Greater Sydney's population growth needs to be supported by economic growth that enhances its productivity, export sectors and global competitiveness.</p> <p>Jobs and skills for the city will be measured against the outcomes achieved by increased business growth and investment, improved transport connections, economic agglomerations and target sectors.</p> <p>Potential indicator: Increased jobs in metropolitan and strategic centres.</p>
Sustainability	
 <p>8. A city in its landscape</p>	<p>A healthy natural environment will be important to improve liveability, create healthy places, and mitigate the effects of climate change.</p> <p>A city in its landscape will be measured against the outcomes achieved by protected, restored and enhanced landscapes, waterways, coastline, natural areas, tree canopy and open spaces.</p> <p>Potential indicators: Increased urban tree canopy; Expanded Greater Sydney Green Grid.</p>
 <p>9. An efficient city</p>	<p>In Greater Sydney, the sectors that contribute most to greenhouse gas emissions are energy (electricity and gas) used in buildings, transport and waste.</p> <p>An efficient city will be measured against the outcomes achieved by innovative management of water, energy, resources and waste in planning new development and infrastructure.</p> <p>Potential indicators: Reduced transport-related greenhouse gas emissions; Reduced energy use per capita.</p>
 <p>10. A resilient city</p>	<p>Adapting to climate change is critical to Greater Sydney's future resilience, together with responding to its natural and urban hazards. To be resilient, communities need social cohesion and access to economic resources.</p> <p>A resilient city will be measured against the outcomes achieved by managing the impacts of natural hazards on communities, and adapting communities to cope with more very hot days.</p> <p>Potential indicator: Number of councils with standardised statewide natural hazard information.</p>

7

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

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

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