

**Greater Sydney**  
Commission

# Draft South District Plan

**Co-creating a Greater Sydney**  
**November 2016**

South



# How to be involved

This draft District Plan sets out aspirations and proposals for Greater Sydney's South District, which includes the local government areas of Canterbury-Bankstown, Georges River and Sutherland. It has been developed by the Greater Sydney Commission.

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

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

by email:

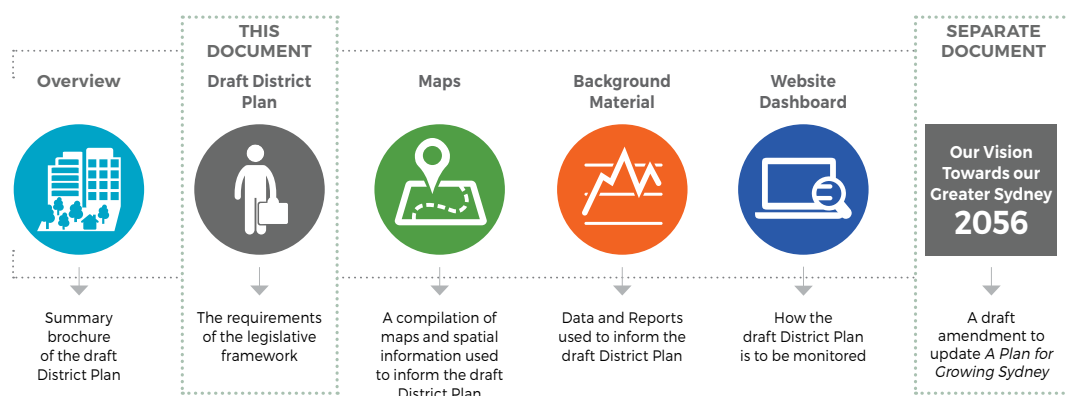
[engagement@gsc.nsw.gov.au](mailto:engagement@gsc.nsw.gov.au)

- by post:  
Greater Sydney Commission  
Draft South District Plan  
PO Box 257,  
Parramatta NSW 2124
- Call us on 1800 617 681

Before making a submission, please read our privacy statement at [www.gsc.nsw.gov.au/privacy](http://www.gsc.nsw.gov.au/privacy)

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

## Draft South District Plan Exhibition



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



# Contents

<b>Our vision - South District 2036</b>	<b>1</b>
<b>1 Introduction</b>	<b>11</b>
1.1 The role of district planning	12
1.2 Implementation	18
1.3 Next steps	21
<b>2 Our vision Towards our Greater Sydney 2056</b>	<b>25</b>
<b>3 A Productive City</b>	<b>33</b>
3.1 The South District's economy	34
3.2 Planning for job target ranges for strategic and district centres	41
3.3 Growing economic activity in centres	44
3.4 Leveraging health and education assets as catalysts to grow smart jobs	45
3.5 Managing employment and urban services land across the District	57
3.6 Growing research and technological facilities at Lucas Heights	60
3.7 Growing the District's tourism economy	60
3.8 Accessing a greater number of jobs and services within 30 minutes	62
<b>4 A Liveable City</b>	<b>67</b>
4.1 The South District's people	69
4.2 Liveability priorities	75
4.3 Improve housing choice	76
4.4 Improve housing diversity and affordability	90
4.5 Coordinate and monitor housing outcomes and demographic trends	98
4.6 Create great places in the South District	99
4.7 Foster cohesive communities in the South District	103
4.8 Respond to people's need for services	107
<b>5 A Sustainable City</b>	<b>117</b>
5.1 The South District's environment	118
5.2 Enhancing the South District in its landscape	120
5.3 Protecting the District's waterways	120
5.4 Managing coastal landscapes	123
5.5 Protecting and enhancing biodiversity	124
5.6 Delivering Sydney's Green Grid	126
5.6 Managing the Metropolitan Rural Area	132
5.8 Creating an efficient South District	137
5.9 Planning for a resilient South District	140
<b>Glossary</b>	<b>145</b>



## Chief Commissioner's Foreword

---

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

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

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

The draft District Plan recognises that the District's natural waterways and bushland are great assets and attractors, sustaining and supporting a diverse and multicultural community and bringing in visitors from across Greater Sydney and beyond. We also know that as the South District accommodates a growing population, the new Sydney Metro City & Southwest rail system will reinforce its connections to Sydney City.

Everyone benefits when there is more clarity on our planning for Greater Sydney and better guidance on what we should prioritise. In getting this right, we recognise that collaboration will be key. There is a diversity of opportunities and challenges in the District, with many different people, places and organisations involved. The Greater Sydney Commission has been established to bring together all the various parties with an interest in the District's future and channel this collective energy into better planning outcomes.

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

We will advocate for effective infrastructure to keep pace with population growth and adequately monitor and plan for demographic changes such as increases in the number of children living in the District as well as the frail aged in the community. We will support the coordination of every area of government activity and delivery – transport, infrastructure, land use, housing, health, education, heritage and environment. We will also work positively with the private sector and local government.

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

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

**Lucy Hughes Turnbull AO**  
Chief Commissioner





## District Commissioner's Foreword

---

The South District offers something for everyone – access to great beaches and Australia's first National Park, direct rail links to the Sydney City and beyond, wonderful eat-streets and multicultural hubs. In addition it also has superb potential in terms of future knowledge-intensive and health-related jobs.

We want to build on the District's assets in a way that makes it easier for people to get to more of the jobs, services, schools and places that help to create a great quality of life. We will continue to prioritise the protection of our natural areas and our heritage, and do so while planning for how we can boost the number and types of jobs, in the District. We want to see more people working in their local area, in 21st Century jobs that build skills and economic resilience.

This will require a focus on Kogarah as it continues its transformation into a health and education super precinct, and on the potential of the Australian Nuclear Science and Technology Organisation (ANSTO) facility at Lucas Heights. It requires us to make productive use of public investments in new infrastructure so that we can bring more jobs to the area as we improve transport connections.

I want us to work together to provide easy and attractive access to local places and between centres such as Bankstown and Campsie in the north, and Miranda and Sutherland in the south. We can green our streets and create memorable connections between urban areas and surrounding bushland in a way that helps us to get out and walk comfortably or cycle safely to great areas.

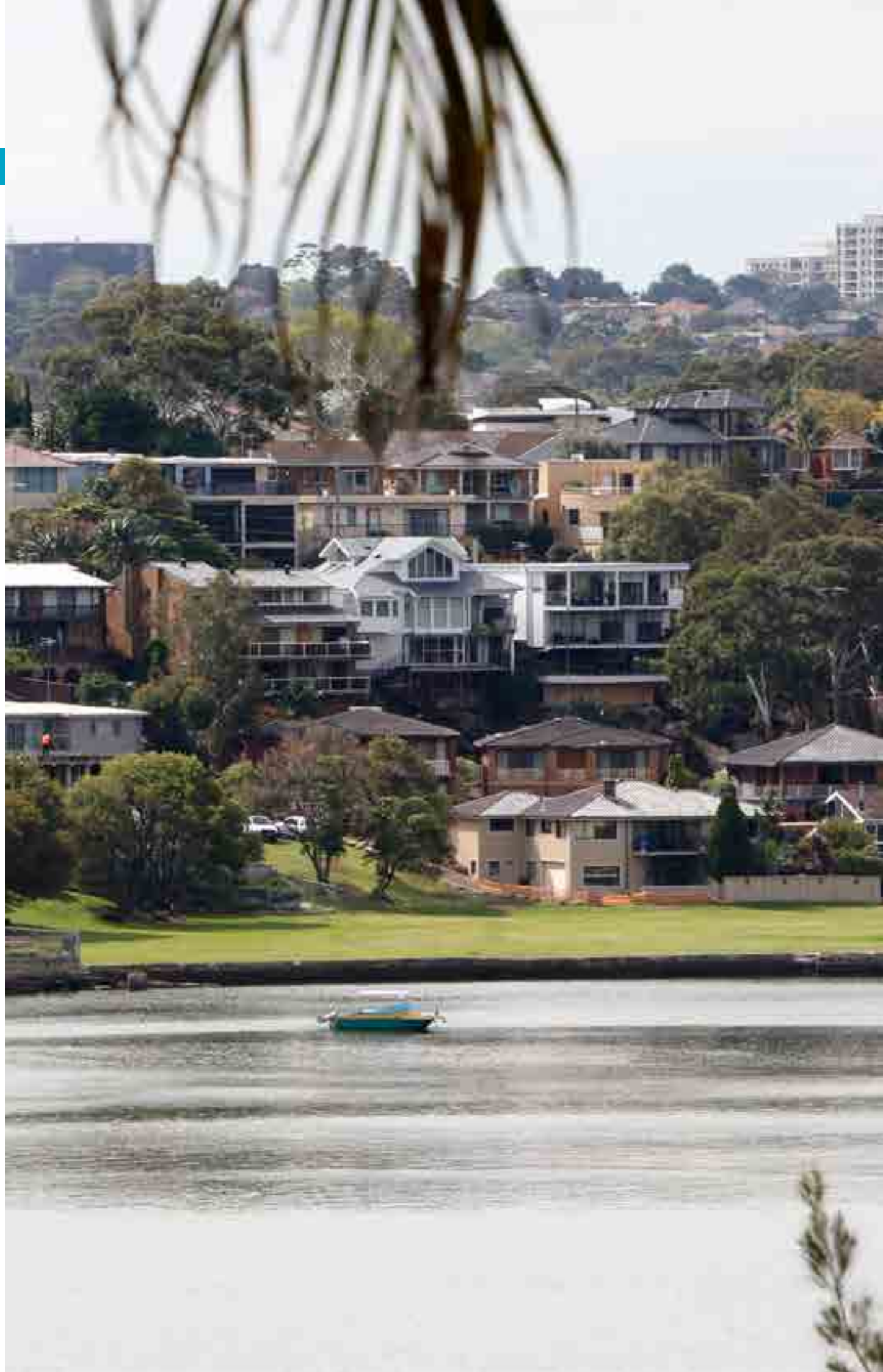
This draft District Plan is part of a conversation between all of us who live and work here, about how we can come together to create the kind of South District we aspire to. I'm eager for as many people as possible to get involved as we develop this draft District Plan to finalisation. It's an important first formal step in helping to shape the decisions that will drive the District's future to all of its residents.

We'll continue to work hard – and together – to create a place that really does offer the best of everything.

**Morris Iemma**  
South District Commissioner









## South District 2036

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

**The South District is a place of great natural beauty and diverse communities, where jobs are easy to get to, nature is close at hand, and a variety of housing forms and affordability levels support a diverse community.**

By 2036, people living in the South District will have greater access to healthier rivers, bays, beaches and bushland. Increased tree cover will better integrate urban areas with these natural areas. People will have access to a greater number of parks and playing fields, particularly in northern communities, and safe walking and cycling links. This culturally diverse community – epitomised by the mix of backgrounds, faiths and experiences in the new City of Canterbury-Bankstown – will thrive as new food and dining hubs and community events spread a new energy throughout the District.

In addition to the District's three rail lines and 42 suburban rail stations, Sydney Metro City & Southwest will reinforce the District's strong connections to employment hubs at Sydney Airport and the Sydney CBD.

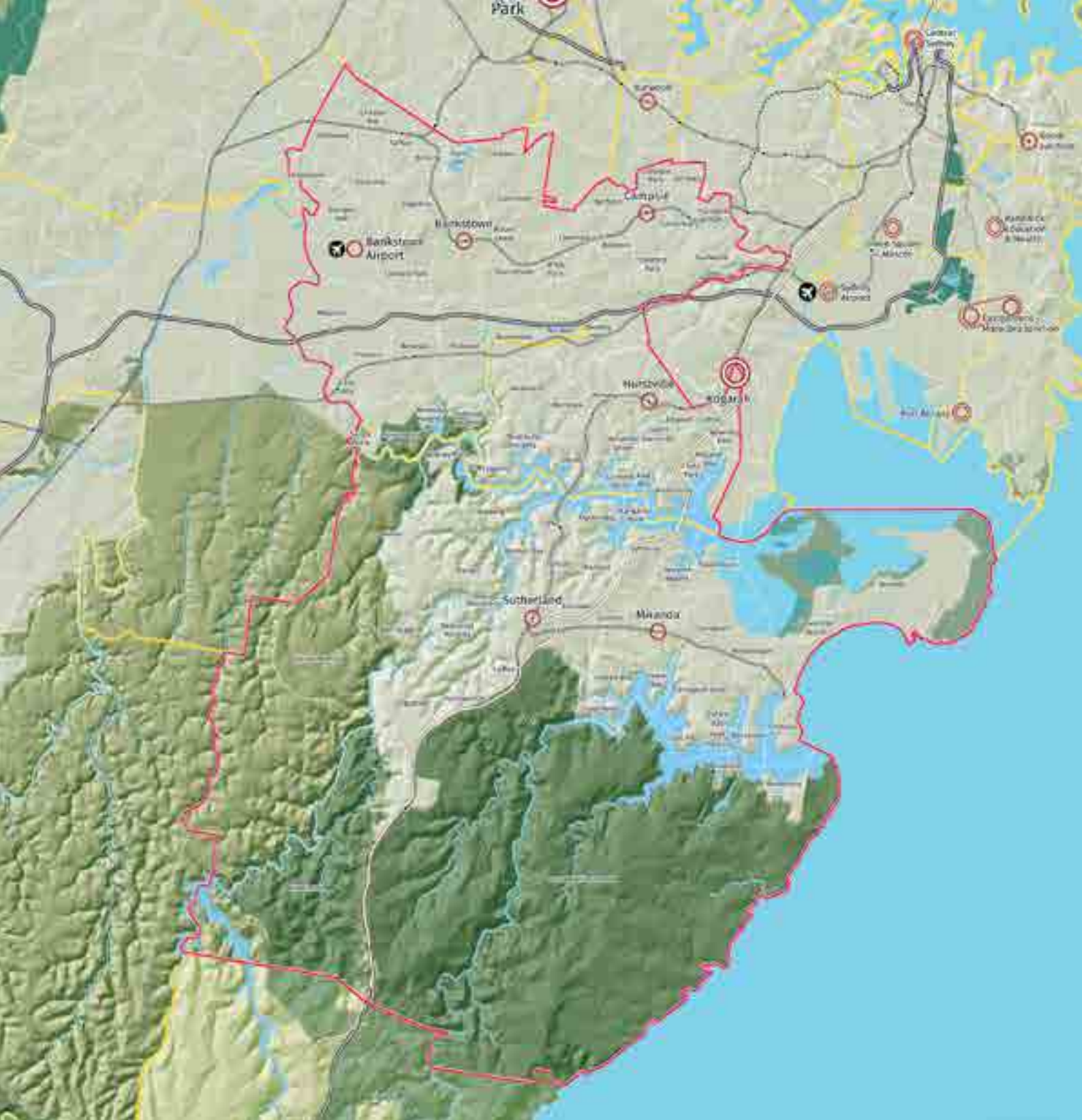
People living in the District will still be more likely to work outside the District than within it, but growth in local jobs will expand education and health services throughout the District. The St George Public and Private Hospitals will strengthen as leading institutions, building the importance of Kogarah and increasing the proportion of smart jobs.

With planned investments, Sutherland Hospital and private hospitals in Hurstville will create employment in health care and allied services. Protecting land for existing employment and urban services will provide opportunities for start-up businesses and allow jobs to grow in the urban services that support the District.

To respond to population growth, a collaborative approach to planning will focus development in areas where there is capacity in the rail network and where local centres can be reinvigorated. Local strategies will deliver great places for the community, creating opportunities for more housing and jobs, and ensuring the infrastructure the community needs is there when it's needed.

The District will continue to celebrate its cultural diversity and the distinctive character this brings to centres across the region. It will continue to be a place where newly arrived migrants will be welcomed. Social cohesion will be strengthened by maintaining affordable housing and ensuring a diverse range of housing types throughout the District.





## The South District

	Strategic Centre		Local Government Boundary		Suburb and Boundary		Highway
	District Centre		National Parks and Reserves		Railway		
	District Boundary		Waterways		Motorway		



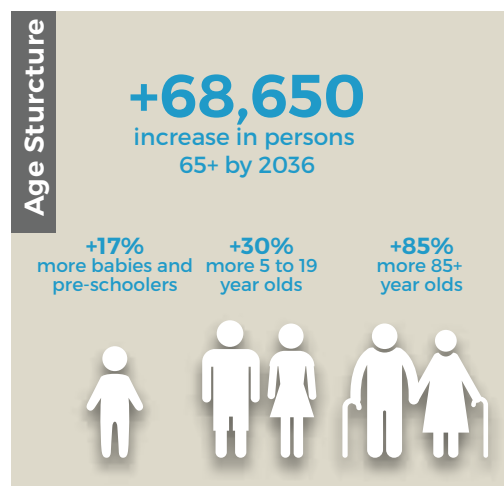
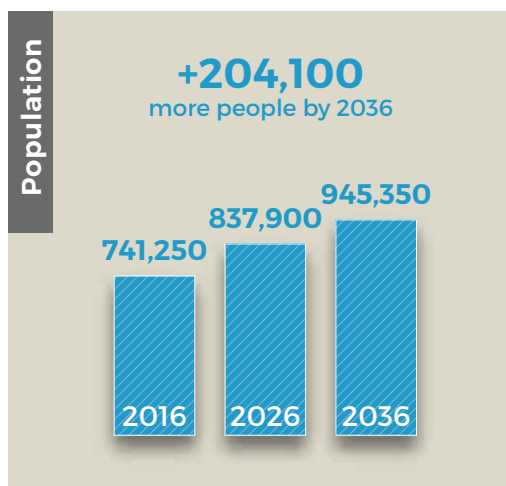
## South District: Priorities and actions

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

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

### Implementation and monitoring actions (Chapter 1)

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





## Productivity priorities and actions (Chapter 3)

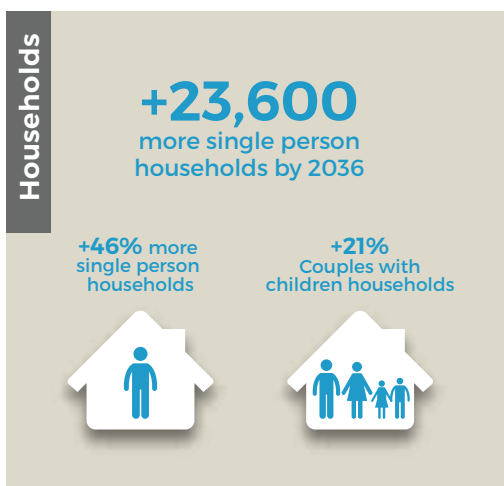
The proposed priorities and actions for a productive South District will focus on accommodating growth in Kogarah as a health and education super precinct. The District will be a location for retail and commercial investment, employment and urban services land, particularly those linked to Bankstown Airport, and district and local centres that can offer better access to local jobs and services. Investment in Sydney Metro City & Southwest, WestConnex and improvements on the T2 Airport, Inner West and South Line will reduce the time people travel to work.

The overarching priorities are::

- Planning for job target ranges for strategic and district centres
- Growing economic activity in centres
- Leveraging health and education assets as catalysts to grow smart jobs
- Managing employment and urban services land across the District
- Growing research and technological facilities at Lucas Heights
- Growing the District's tourism economy
- Accessing a greater number of jobs and services within 30 minutes
- Managing freight activities across the District

### Productivity Actions

Action	Outcome	Lead agency	Partners
P1: Coordinate planning and infrastructure delivery to grow the Kogarah health and education super precinct	Increase in total jobs and increase in total health and education and knowledge and professional services jobs	GSC	NSW Health, Council
P2: Develop an economic development strategy for the Eastern City	Increase total jobs and proportion of health and education and knowledge and professional services jobs	DoI	GSC, Jobs for NSW, AA
P3: Develop better understanding of the value and operation of employment and urban services land	Increase in total jobs	GSC	Councils





## Livability priorities and actions (Chapter 4)

The proposed priorities and actions for a liveable South District respond to investments such as the conversion of the rail line to Sydney Metro services and the resultant opportunities to renew stations and the local areas around them. This will provide opportunities to create new types of housing, close to public transport, providing greater choice for residents. The District's multicultural spirit, public events and its variety of places will be protected.

The overarching priorities are:

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

### Livability Actions

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



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



## Sustainability priorities and actions (Chapter 5)

The proposed priorities and actions for a sustainable South District are based on the District's two distinct areas: the urbanised landscape generally north of Port Hacking and the southern and western areas of large expanses of native vegetation, and Defence lands at Holsworthy Military Reserve and the Royal and Heathcote National Parks. The quality of stormwater entering waterways will be improved, wetlands and riparian corridors protected and connections to green spaces and public access along waterway foreshores improved.

The overarching priorities are:

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

### Sustainability Actions

Action	Outcome	Lead agency	Partners
S1: Review criteria for monitoring water quality and waterway health	Improved water quality and waterway health	OEH	GSC
S2: Update information on areas of high environmental value	Protection and management of areas of high environmental value	OEH, DPE	Councils
S3: Use funding programs to deliver the South District Green Grid priorities	Delivery of the green grid priorities	GSC, TfNSW, OEH	Councils
S4: Develop support tools and methodologies for local open space planning	Improved utilisation of open space and increased provision of open space	GSC	-
S5: Update the Urban Green Cover in NSW Technical Guidelines to respond to solar access to roofs	Protection of solar access to roofs	OEH, DPE	-
S6: Identify land for future waste reuse and recycling	Identification of land for waste management	EPA, DPE	Councils
S7: Embed the NSW Climate Change Policy Framework into local planning decisions	Contribute to energy efficiency, reduced emissions and improve environmental performance	GSC	Councils, OEH
S8: Support the development of initiatives for a sustainable low carbon future	Contribute to energy efficiency, reduced emissions and improve environmental performance	GSC, Councils, DPE	-
S9: Support the development of environmental performance targets and benchmarks	Contribute to improved environmental performance	GSC	NSW Climate Council, Australian Government, utility providers
S10: Incorporate the management of urban heat into planning for urban renewal projects and Priority Growth Areas	Contribute to reductions in ambient temperatures	DPE	-



Action	Outcome	Lead agency	Partners
S11: Review the guidelines for air quality and noise measures for development near rail corridors and busy roads	Improved land use and transport decision making	EPA, DPE	-
S12: Identify and map potential high impact areas for noise and air pollution	Improved land use and transport decision making	EPA	DPE, Councils

**Key:**

AA	Aboriginal Affairs
CCNSW	Cemeteries and Crematoria NSW
CHPs	Community Housing Providers
DEC	Department of Education
Dol	Department of Industry
DPE	Department of Planning and Environment
EPA	Environment Protection Authority
GSC	Greater Sydney Commission
OEH	Office of Environment and Heritage
OGA	Office of Government Architect
TfNSW	Transport for NSW











# 1 Introduction

**This draft District Plan proposes a 20-year vision for the South District, which includes the local government areas of Canterbury-Bankstown, Georges River and Sutherland. It has been developed by the Greater Sydney Commission in consultation with State agencies and the community with technical input from councils.**

The South District draws in some of Greater Sydney's most famous beaches, Australia's first National Park, three rail lines and planned investment in better public transport, a diverse mix of multicultural communities, and strong connections to major places of employment such as Sydney City, Sydney Airport, Port Botany and Liverpool.

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

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

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

The feedback so far highlights that people want more jobs, study opportunities and pathways to long-term employment. Better public transport, including more frequent bus and train services, is important, as is easing traffic congestion.

People support more affordable housing and want to maintain a mix of housing options. They want to see investment in community infrastructure such as recreational facilities, walking and cycling paths, retail areas and quality open space. There is also a desire for more community activities and events, as well as community-led green spaces such as community gardens.

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

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



## 1.1 The role of district planning

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

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

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

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

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

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

This draft District Plan meets these requirements by:

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



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

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

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

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

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

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

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

*County of Cumberland Plan, 1948*



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

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

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



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

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

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

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

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

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



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

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

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

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

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

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

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

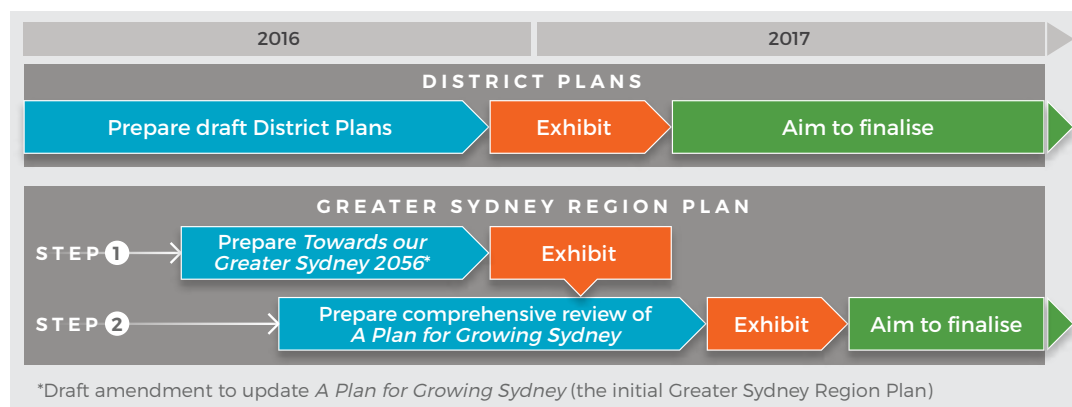
For local government, this draft District Plan will:

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

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

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

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





### 1.1.3 Status of the draft District Plan

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

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

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

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





### Planning principles

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

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

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

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

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

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

Locating jobs in around 30 to 40 large centres across Greater Sydney provides the greatest benefits to the city's overall productivity. Greater Sydney's largest and most important hubs for business and employment are 'strategic centres' and 'transport gateways'.

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

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

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

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

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

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



## 1.2 Implementation

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

### 1.2.1 Managing implementation

This draft District Plan identifies a number of implementation mechanisms.

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

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

### 1.2.2 Planning for land use and infrastructure

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

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

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

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

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

For local government infrastructure planning, our insights into expected and actual growth in housing can present an opportunity for councils to align their capital programs and infrastructure scheduling, and collaborate across council or district boundaries as required. This will assist the timely delivery



of infrastructure, make the best use public resources, and could ultimately lead to stronger coordination between State and local planning for infrastructure and land uses.

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

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

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

### **1.2.3 Infrastructure funding and delivery**

Infrastructure is presently funded through a range of mechanisms:

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

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

When new or upgraded infrastructure is provided in an area, many of these benefits are effectively monetised because local land values increase, reflecting the market's willingness to pay for these benefits.

Value sharing enables the funder of the infrastructure – for example, the NSW Government or a local council – to participate in the market uplift and offset some of its costs.

If properly executed, value sharing can:

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

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

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

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

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

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



### 1.2.4 Monitoring

#### The Greater Sydney Dashboard

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

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

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

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

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

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

To do this we will:

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

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

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

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

#### Action IM4: Report on local planning

The Greater Sydney Dashboard will also monitor the implementation of each District Plan's actions and priorities. In the first instance, this will involve each council reporting to the Commission under section 75A1 of the EP&A Act on:

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



### 1.3 Next steps

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

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

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

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

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

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

*Socrates*



### KEY CONCEPTS AND TERMS AT A GLANCE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



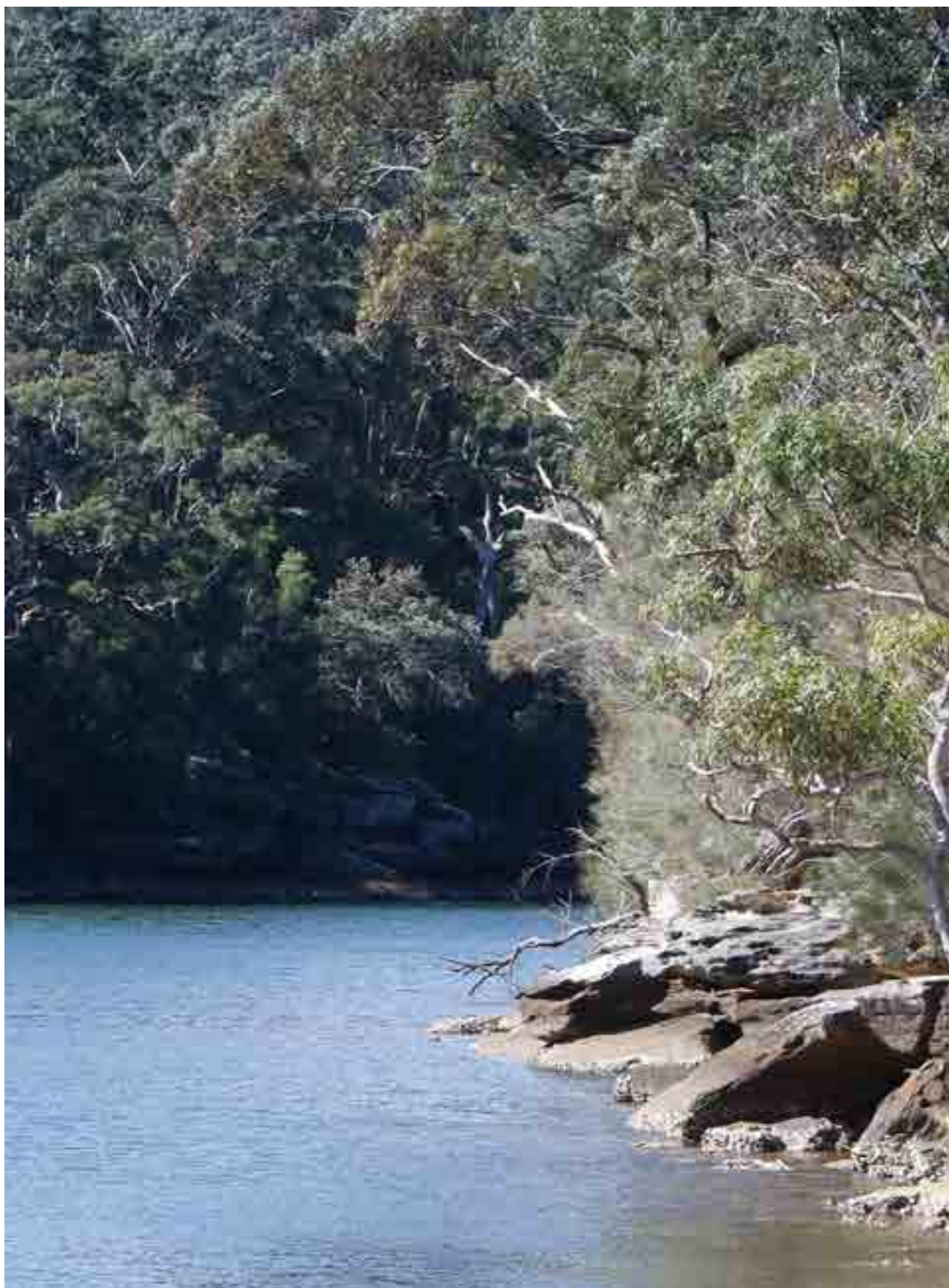






Photo: Parramatta City Council and Ross Honeysett



# 2 Our vision Towards our Greater Sydney 2056

25

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

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

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

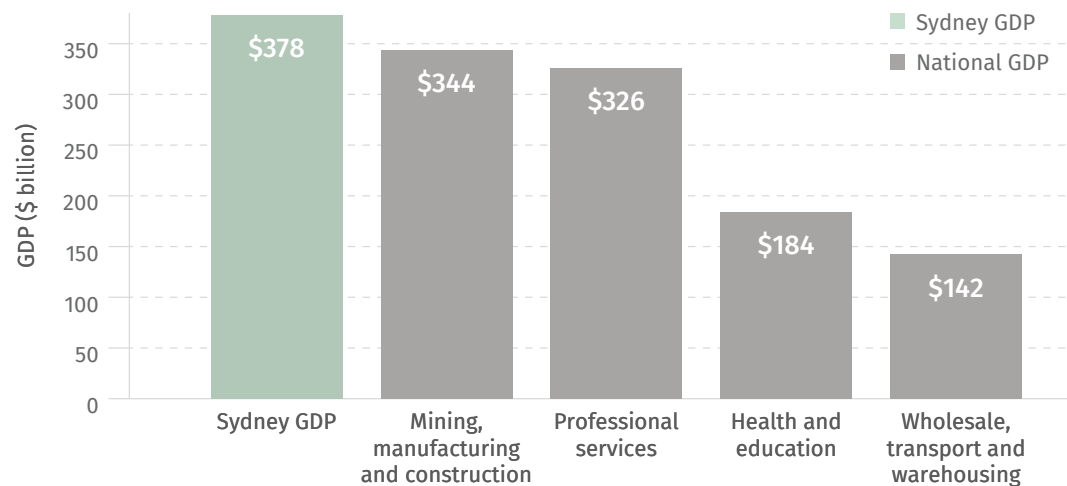
You can read a standalone version of this chapter by visiting [www.greater.sydney](http://www.greater.sydney).

## A changing, growing Greater Sydney

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

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

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



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



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

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

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

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

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

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

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

---

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

---

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

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



## The once-in-a-generation opportunity

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

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

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

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

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

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

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

### Western Sydney City Deal

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

The Western Sydney City Deal pledges to:

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



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



Source: Greater Sydney Commission, 2016



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

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

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

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

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

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

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

By 2056, the Western Sydney Airport will be the focus of the **emerging Western City**. For the first time in over 100 years, this major catalyst will provide the opportunity to change the shape and structure of an extensive area of Greater Sydney. The emerging western city will also offer the strategic advantage of creating a greater diversity of jobs and greater social opportunities for the thousands of citizens in the centres of Penrith, Blacktown, Liverpool and Campbelltown-Macarthur.

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

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



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

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

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

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

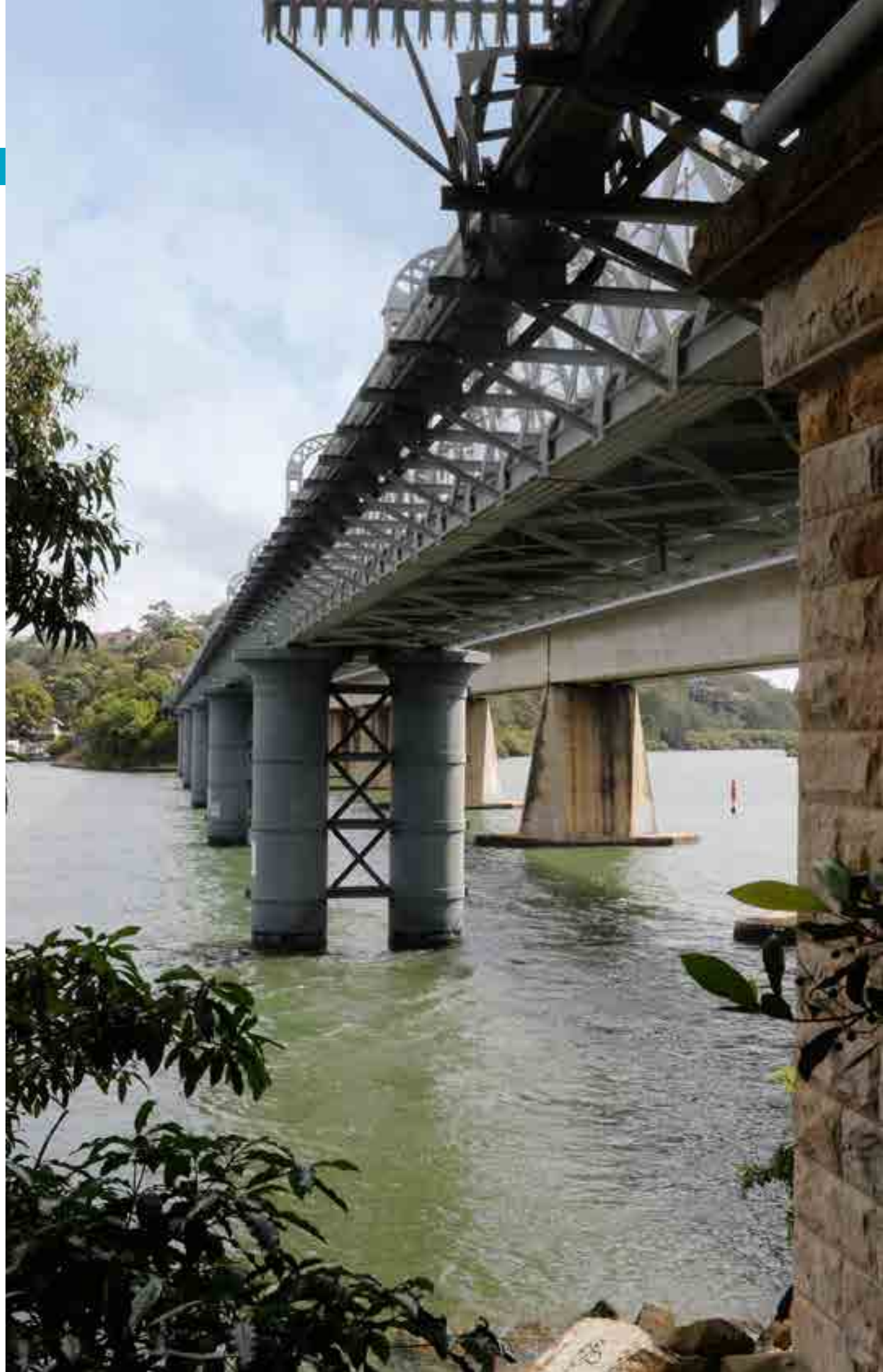
A Productive Sydney	A Liveable Sydney	A Sustainable Sydney
A growing city A city with smart jobs A 30-minute city	An equitable, polycentric city A city of housing choice and diversity A collaborative city	A city in its landscape An efficient city A resilient city













# 3 A Productive City

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

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

## The South District Productivity Profile

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

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

The productivity of the South District is historically based on the construction of heavy rail lines throughout the District, as well as the expansion of industrial activity to support Sydney Airport and Port Botany.

As this occurred, Bankstown's manufacturing industry thrived and several freight and logistic hubs were developed. Concurrently, hospitals at St George and Sutherland created specialist health care services and a range of employment opportunities.

Sutherland's collection of industrial areas provided local places for people to work. The District also established itself on the tourism must-see list, as people came to hike through the Royal National Park – Australia's first national park and the world's second – or visit Cronulla or Wanda Beaches.

From 1953, the Australian Nuclear Science and Technology Organisation (ANSTO) in Lucas Heights has been at the forefront of Australia's nuclear science research. ANSTO has delivered world-class research and nuclear innovation, particularly in nuclear medicine – a key tool for the diagnosis and treatment of a growing range of illnesses. It is now one of the busiest paediatric nuclear medicine services in the Southern Hemisphere.

As organisations such as ANSTO provided a unique mix of jobs in the District, it became a southern anchor for a growing Greater Sydney. While some of the District's fundamental elements evolved, it remained the home for many workers employed at Sydney Airport and Port Botany, while Bankstown Airport became increasingly important to service private, freight and regional air traffic.

Now, as Greater Sydney's economy shifts away from manufacturing into the knowledge economy, the South District continues to be a sought after home for people working in the Eastern and Central Cities. Many of the industries in the South District have evolved, so that today we see advanced manufacturing, science and medical specialisations servicing national and international demand. Freight hubs have expanded on the back of investment in road and rail upgrades.

Our planning now needs to look at how the South District can help boost Greater Sydney's international competitiveness, while offering a diversity of jobs in locations people can easily access.

This draft District Plan outlines the proposed priorities and actions to drive the South District's productive economy. It draws on *A Plan for Growing Sydney's* Goal 1, which seeks to grow a competitive economy with world-class services and transport, as well as the priorities from *Our vision – Towards our Greater Sydney 2056*.



### 3.1 The South District's economy

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

The South District is home to 16% of Greater Sydney's population and approximately 10% of Greater Sydney's jobs. It generates an estimated 5% of Greater Sydney's economic activity in terms of Gross Value Added (GVA), which measures the value of goods and services in a particular area.

In the 20 years since 1996, the District's population and job numbers have grown by approximately 19% and 21% respectively, as shown in Table 3-1.

The South District's jobs are largely concentrated in centres such as Kogarah and Hurstville as well as at ANSTO at Lucas Heights. Smaller centres also play an important role in providing local jobs and services.

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

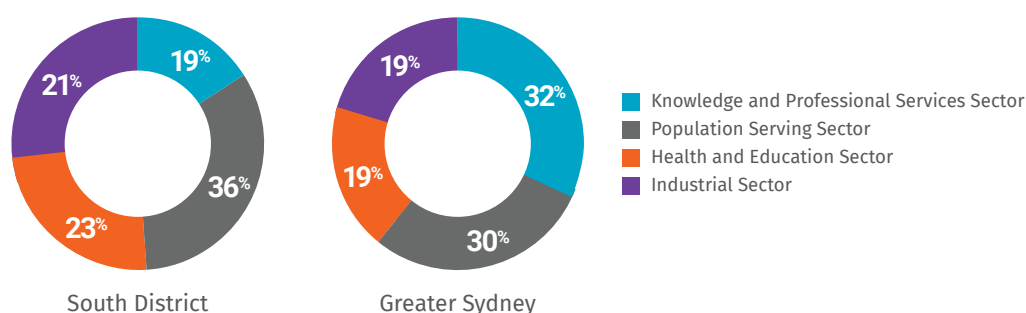
Our analysis shows that the South District has a greater proportion of population-serving jobs compared to Greater Sydney (36% compared to 30%). It also has a marginally higher proportion of health and education and industrial jobs. Most significantly, the District's proportion of knowledge-intensive jobs (19%) is well below the 32% average for Greater Sydney. This reflects the smaller commercial clusters in the District particularly when compared to the West Central, Central and North Districts. It also reflects the District's largely residential nature with transport infrastructure that enables the District's workforce to access knowledge-intensive employment clusters in the surrounding districts.

Table 3-1: South District: Historical population and employment growth (1996 – 2016)

	Population			Employment		
	1996	2016 projection	1996-2016 % Growth	1996	2016 projection	1996-2016 % Growth
South District	621,400	741,250	19%	199,800	241,500	21%
Greater Sydney	3,553,100	4,682,000	32%	1,722,700	2,439,800	42%

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

Figure 3-1 Employment profile by sector in South District vs Greater Sydney (2016)



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



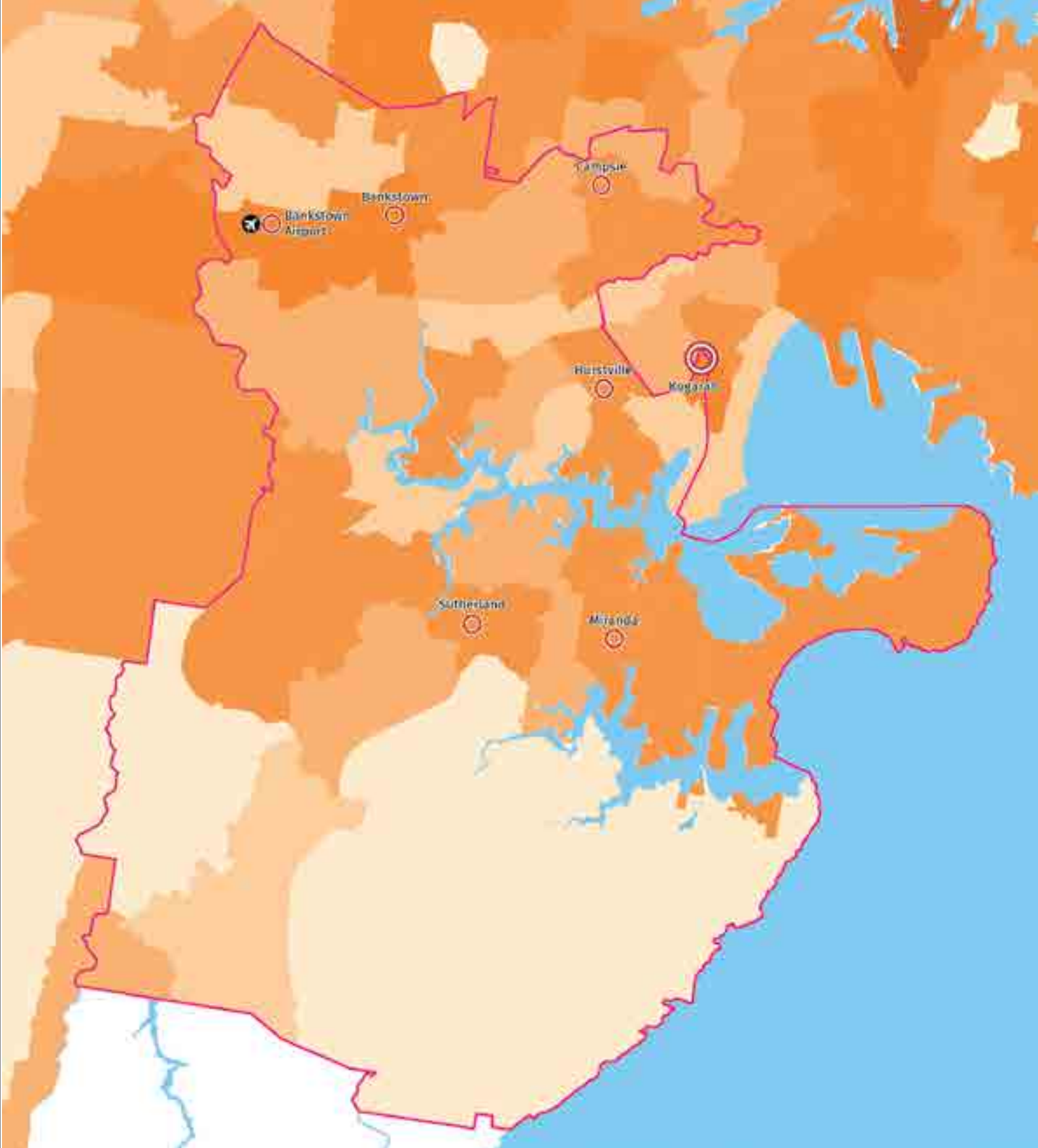



Figure 3-2: South District's Gross Value Added (2016)

	Strategic Centre				460-1,390
	District Centre		less than 90		1,390-62,400
	District Boundary		90-250		greater than 62,400
	Waterways		250-460		

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



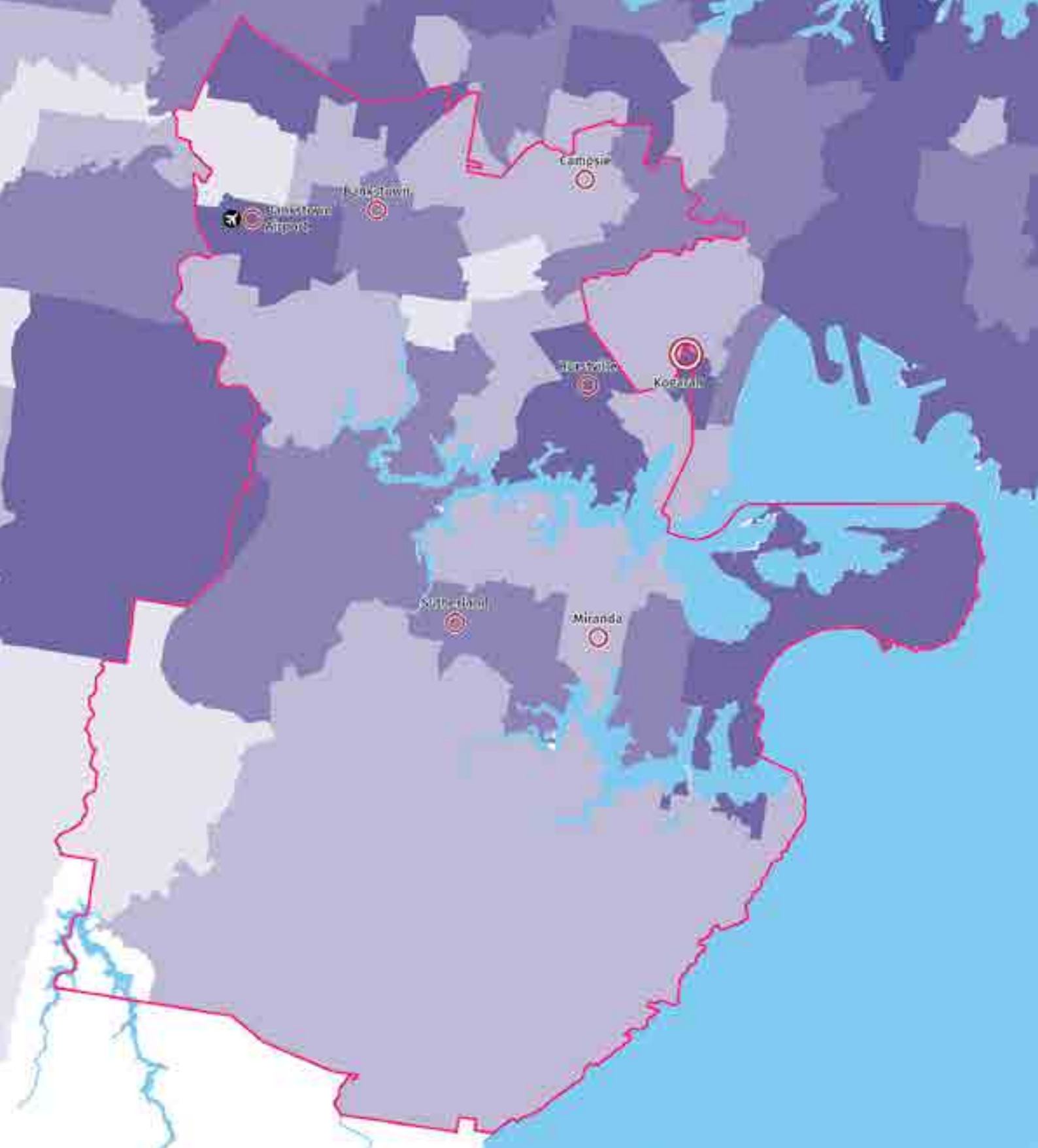










Figure 3-3: South District's labour productivity (2015)

	Strategic Centre	Labour productivity (\$)		55-100
	District Centre	 25-44		greater than 100
	District Boundary	 44-50		
	Waterways	 50-55		

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



We have analysed recent trends in each of these job types to understand how employment patterns might change in the future. Between 1996 and 2016, the highest jobs growth occurred in the health and education sector (73%), followed by knowledge-intensive jobs (32%) and population-serving jobs (24%). Industrial employment declined by nearly 17%.

This illustrates a shift in the District's economic make up, and the potential of the health and education sector to play a significant economic role in the South District's future.

When considering the spatial distribution of economic activity across Greater Sydney, measured by GVA, the District's important economic areas become apparent. Of particular note are Kogarah, Bankstown, Bankstown Airport and associated employment and urban services lands at Condell Park and Revesby.

These concentrations of economic activity are also areas of high labour productivity. Labour productivity is a measure of the efficient use of resources. Areas with high labour productivity generate higher economic value per hour worked. By looking at the spatial distribution of labour productivity, we can better understand an area's important economic places as well as its profile of economic activity.

Employment and urban services areas across the District demonstrate high labour productivity. This includes Bankstown Airport and its surrounds, the employment and urban services areas in the north of the District including Chullora and Leightonfield Stations as well as in Peakhurst. Commercial centres at Kogarah and Hurstville also demonstrate high labour productivity.

These locations will continue to drive the productivity of the South District. With 12% of Greater Sydney's supply of land zoned for industrial activity and a higher than Greater Sydney average of industrial jobs, the District's employment and urban service lands will be important locations for economic activity as the District's economy grows and evolves.

The characteristics of strategic and district centres are described in Section 3.2.1.

The South District's strategic and district centres have distinct employment profiles:

- Kogarah provides a mix of retail and commercial activity. It is home to St George Hospital and several other health industries. As of 2016, over 50% of jobs were generated in the health care and social assistance sectors. Other major activities relate to the finance and insurance industry largely on account of the St George Bank headquarters in the area.
- Bankstown centre accommodates over 12,000 jobs in 2016. Employment is retail focused but also includes health care and public administration, highlighting its population-serving role. It is served by rail to Sydney City and this will improve once the Sydney Metro City & Southwest is completed in 2024.
- Bankstown Airport and the surrounding industrial lands accommodated approximately 15,700 jobs in 2016. The main industry was manufacturing (5,900 jobs), followed by construction, wholesale trade and transport, postal and warehousing.
- Miranda, Hurstville, Sutherland and Campsie are generally population-serving district centres but also play an important role in supporting the District's productivity.



3.1.1 Access to jobs

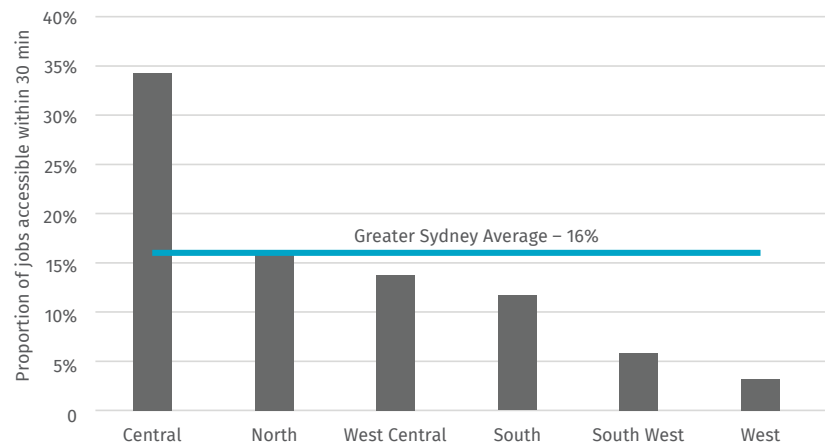
Our research shows that during the morning peak, approximately 12% of Greater Sydney’s jobs can be accessed by South District residents within 30 minutes by public transport or private vehicle. This is slightly lower than the 16% average across Greater Sydney.

Many South District residents travel to work destinations outside of the District. This includes employment clusters in Sydney City, Green Square-Mascot, Port Botany, Bankstown and Greater Parramatta. Nearly 20% of the journeys to work from the South District are towards the City of Sydney Local Government Area. To address the relatively lower proportion of jobs within 30 minutes commuting time, we must support the growth of jobs locally.

Residents of the South District use rail services to a greater extent than the Greater Sydney average, due mainly to their access to the Airport, Inner West and South Line (T2), Bankstown Line (T3) and Eastern Suburbs and Illawarra Line (T4) which directly link the District to Sydney City and other major employment centres. As noted earlier, this will improve with future Sydney Metro services.

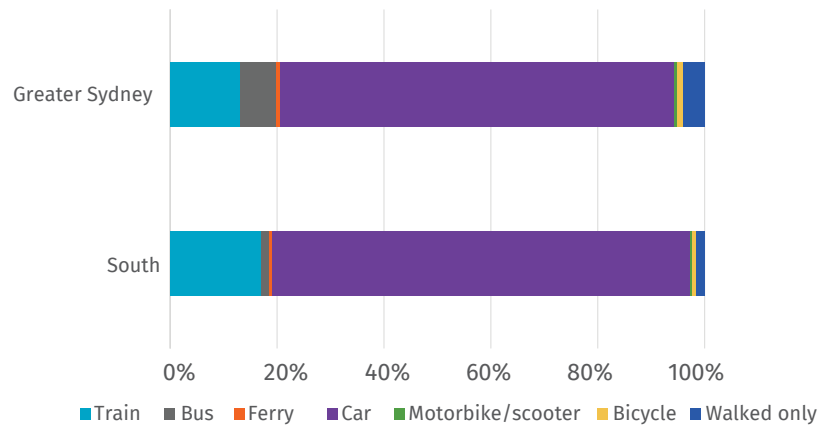
The District’s residents also have access to key road corridors such as the M5 Motorway, M31 Hume Motorway and the Princes Highway.

Figure 3-4: South District residents’ access to jobs during the AM peak (2016)



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

Figure 3-5: South District’s journey to work by mode (2011)



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



Figure 3-6 Percentage of total journeys to work from South District  
(Journeys to strategic and district centres with greater than 1,000 trips in 2011)



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



### 3.1.2 Economic opportunities

The South District can leverage the opportunities presented by its highly skilled and well educated population as well as its existing health and education assets, strategic and district centres, existing and planned improvements to transport infrastructure. Major planned or committed government initiatives in the District include:

- a \$277 million NSW Government commitment for the redevelopment of St George Hospital
- urban renewal in Bankstown enabled by the investment in Sydney Metro City & Southwest
- the identification of the Bankstown to Liverpool enterprise corridor, including the Bankstown Airport – Milperra transport gateway, in *A Plan for Growing Sydney* as an opportunity for increased economic activity
- significant planned and committed investment in transport infrastructure.

While these initiatives present significant opportunities, challenges remain. Employment and urban services areas are under pressure for conversion to competing uses such as residential. There is emerging pressure on commercial floor space and challenges in attracting major commercial tenants to the District's centres.

### 3.1.3 District priorities

This chapter outlines the productivity priorities and actions for the South District.

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

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

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

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

#### Planning for job target ranges for strategic and district centres

- Plan for the growth of centres

#### Growing economic activity in centres

- Manage growth and change in strategic and district centres and, as relevant, local centres

#### Leveraging health and education assets as catalysts to grow smart jobs

- support growth and change in health and education precincts
- Grow the Kogarah health and education super precinct
  - Manage growth and change in the Kogarah health and education super precinct
- Develop and implement an economic development strategy for the Eastern City
- Planning for retail floor space provision and demand in the South District
  - Prioritise the provision of retail floor space in centres
- Planning priorities for strategic, district and local centres

#### Manage employment and urban services land across the District

- Protect and support employment and urban services land
- Manage the evolution of employment and urban services in Kurnell Peninsula

#### Growing research and technological facilities at Lucas Heights

- Expand research facilities at Lucas Heights

#### Growing the District's tourism economy

- Support the growth of tourism infrastructure

#### Accessing to a greater number of jobs and services within 30 minutes

#### Managing freight activity across the District



### 3.2 Planning for job target ranges for strategic and district centres

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

Recent projections of future employment consider projected population growth and age profiles, broad economic conditions and trends, sector and industry outlooks and Greater Sydney's planned investments.

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

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

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

#### 3.2.1 Plan for the growth of centres

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

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

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

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

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

These centres have been identified as district centres.



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

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

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

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

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

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

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

Centre	Centre type	2016 Estimate	2036 Baseline Target	2036 Higher Target
Kogarah	Strategic	11,800	16,000	20,500
Bankstown Airport	District	15,700	17,000	20,000
Bankstown	District	12,100	17,000	25,000
Hurstville	District	11,600	15,000	20,000
Miranda	District	7,000	8,000	11,500
Sutherland	District	5,700	8,000	9,000
Campsie	District	4,800	7,000	7,500

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





Figure 3-7: Strategic district and local centres

	Strategic Centre		Metropolitan Rural Area		Motorway
	District Centre		Waterways		Highway
	District Boundary		National and State Parks		Roads
	Airport		Railway		
	Metropolitan Urban Area		Railway Station		



### 3.3 Growing economic activity in centres

The growth, innovation and evolution of strategic centres will underpin the success of Greater Sydney. These centres provide important services and jobs for locals and a focal point for communities. Their vitality and viability is important to local economies as well as the character of local areas. More specifically, well planned centres:

- help to stimulate economic activity and innovation through the co-location of industries
- ensure the most efficient use of infrastructure
- provide jobs closer to home to support a 30-minute city
- reduce the need to travel by car by co-locating residential, health, employment and education facilities

- promote healthier lifestyles and community cohesion with improved walking, cycling and transport access to a wider range of services and opportunities
- provide attractive, safe and inclusive locations for communities to meet and socialise. For these reasons we emphasise the need for planning authorities to focus on the design, accessibility and economic strength of centres. We also encourage local government and State agencies to invest in centres to reduce the need for people to travel longer distances to work or services, to make the best use of infrastructure while supporting local businesses.

We need to plan for existing centres to grow, new centres to form and Greater Sydney's network of centres to be enhanced so they play complementary and supportive roles.



#### Productivity Priority 1: Manage growth and change in strategic and district centres and, as relevant, local centres

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

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

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

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

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



### 3.4 Leveraging health and education assets as catalysts to grow smart jobs

#### Health and education super precincts

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

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

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

Kogarah is the South District's only health and education super precinct.

The South District also has local hospitals and medical facilities in centres such as Sutherland, Hurstville, Bankstown and Canterbury.

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

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

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

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



#### Productivity Priority 2: Support growth and change in health and education precincts

Relevant planning authorities, through the preparation of local environmental plans, should:
















- provide opportunities for new health and allied service providers to cluster around existing health and education facilities
- consider accessibility to the health and education precincts and car parking requirements for patients, students visitors and employees.

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





Kogarah health and education super precinct - existing activities

	Hospital		Business		Highway
	University/TAFE		Mixed Use		Major Road
	Local Government Office		Local Public Open Space		Local Road
	Retail hub		District Public Open Space		Existing Railway
	Sports Facility		Regional Public Open Space		Existing Railway Station



### 3.4.1 Grow the Kogarah health and education super precinct

Kogarah generates 17% of the South District's jobs. It provides district-wide health services as well as retail and local services, anchored by St George Hospital, St George Private Hospital, and the headquarters of St George Bank. The centre also includes the St George TAFE, Kogarah Public School, several high schools and a well-integrated shopping centre and train station.

More than half the centre's jobs are in health care and social assistance. St George Hospital, a major tertiary and teaching hospital, is the District's leading hospital with its areas of specialisation including medical trauma services and the Medical Retrieval Service Coordination Centre for NSW.

With the recent NSW Government commitment to redevelop St George Hospital, it will continue to provide world-class medical and education services. This commitment will also improve the capacity for the St George public and private hospitals to grow and specialise. Their proximity to the St George TAFE campus will help to build Kogarah's position as a health and education super precinct.



#### **Productivity Priority 3: Manage growth and change in the Kogarah health and education super precinct**

Relevant planning authorities, through the preparation of local environmental plans, should:

- promote synergies between the St George Hospital and other health and education related activities
- encourage land use that will support the growth of the Kogarah health and education super precinct and will cater for specialised housing demands from staff, students and health visitors

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



#### **Action P1: Coordinate planning and infrastructure delivery to grow the Kogarah health and education super precinct**

We will work with a range of stakeholders when planning for Kogarah health and education super precinct and its supporting infrastructure. To do this, we have identified Kogarah as a Collaboration Area. Subject to the availability of resources, we will work with State agencies, Georges River Council, Bayside Council, industry and the community to build on existing infrastructure and target growth in health and education jobs and services.

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

In doing so, we will work with the relevant stakeholders, including NSW Health, councils and state agencies to:

- develop a common vision for the Kogarah health and education super precinct supported by all stakeholders
- develop a prioritised action and infrastructure list to deliver the vision
- support the long-term expansion of the hospitals together with growth in health education supporting opportunities for new health and allied service providers to establish themselves in Kogarah.



### 3.4.2 Develop and implement an economic development strategy for the Eastern City

#### The Eastern City

The established Eastern City spans the North, Central and South Districts and includes a corridor of well-connected strategic centres including Macquarie Park, Chatswood, St Leonards and North Sydney in the north; Sydney City, Redfern and Green Square-Mascot in the centre; and Sydney Airport, Port Botany and Kogarah to the south.

Collectively, these places form the economic engine of the nation and are globally competitive in the financial, business and professional services and innovation start-up sectors.

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

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

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

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

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

#### Jobs for NSW

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

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

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





### **Action P2: Develop and implement an economic development strategy for the Eastern City**

The Department of Industry, in collaboration with the Commission, Jobs for NSW, Aboriginal Affairs and other State agencies and local councils as relevant, will develop an economic development strategy for the Eastern City. For the South District, this will specifically address the Kogarah health and education super precinct.

#### **3.4.3 Planning for retail floor space provision and demand in the South District**

Our retail demand and supply research forms part of our evidence base and background studies. The research estimates that, in 2015 there was approximately 10.76 million square metres of retail floor space across Greater Sydney, equating to 2.35 square metres per person.

Looking forward, and using a medium population growth scenario, demand will be generated for over five million square metres of retail floor space across Greater Sydney by 2036. As more than two thirds of this growth is forecast to occur within established areas, which may constrain retail supply, further research is a priority.

As of 2015, the South District provided approximately 1.39 million square metres of retail floor space (1.9 square metres per person), which is lower than the Greater Sydney average (2.4 square metres per person).

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

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

Our retail dataset, available as part of our background material, is a useful strategic planning tool that indicates current supply, and shows where demand is likely to require increased retail development at a district and local government area level.



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

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













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

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





Figure 3-9: Bankstown Airport district centre - existing activities

	University		Waterways
	Airport		Motorway
	Business		Motorway/Highway
	Mixed Use Zone		Major Road
	Industrial Zones		Local Road
	Local Public Open Space		
	Regional Public Open Space		



### 3.4.4 Planning priorities for strategic, district and local centres

The South District's local and district centres provide a diverse range of predominantly population-serving economic activities and are important to the prosperity and liveability of the District.

In addition to the considerations outlined in Productivity Priority 1, we will work across State agencies and in collaboration with local government and communities to agree on priorities for each centre. Our proposed priorities for each district centre are outlined in this section.

Bankstown Airport (See Figure 3-9 adjacent) is a transport gateway with substantial areas of adjacent employment and urban services land and a Western Sydney University presence.

*A Plan for Growing Sydney* identifies the Bankstown Airport-Milperra transport gateway as part of the Bankstown to Liverpool Enterprise Corridor. Bankstown Airport is used largely for general aviation, parcel freight and recreational flying with a large portion of the surrounding land operated by Bankstown Airport. The area contains some retail options for workers and residents in the immediate area, as well as Bankstown Golf Course, Condell High School, Western Sydney University Bankstown Campus and the Georges River.

Bankstown Airport district centre offers a significant opportunity to grow local employment and advance smart manufacturing. A collaborative partnership between three tiers of government is required to ensure that the full economic potential of the centre is realised.

Proposed priorities:

- identify actions to facilitate advanced manufacturing in the area
- improve transport connections to the broader District to improve the attraction of investing in the area
- review regulatory and planning frameworks to integrate planning of the Airport with Milperra centre, as well as coordinating planning and infrastructure between the Australian, NSW and local government to improve delivery
- identify opportunities to expand activities linked to the Western Sydney University.

We are aware that the long-term strategic positioning of Bankstown Airport including land will need a strategic focus. We will work with the NSW Government, local councils and, where appropriate, the Australian Government in the development of the long-term strategy for this important area.

The South District has a range of local centres such as Canterbury and Cronulla that are important to the productivity of the District. With their mixture of population-serving activities and cultural diversity, these centres present opportunities to grow tourism and visitation in the District.



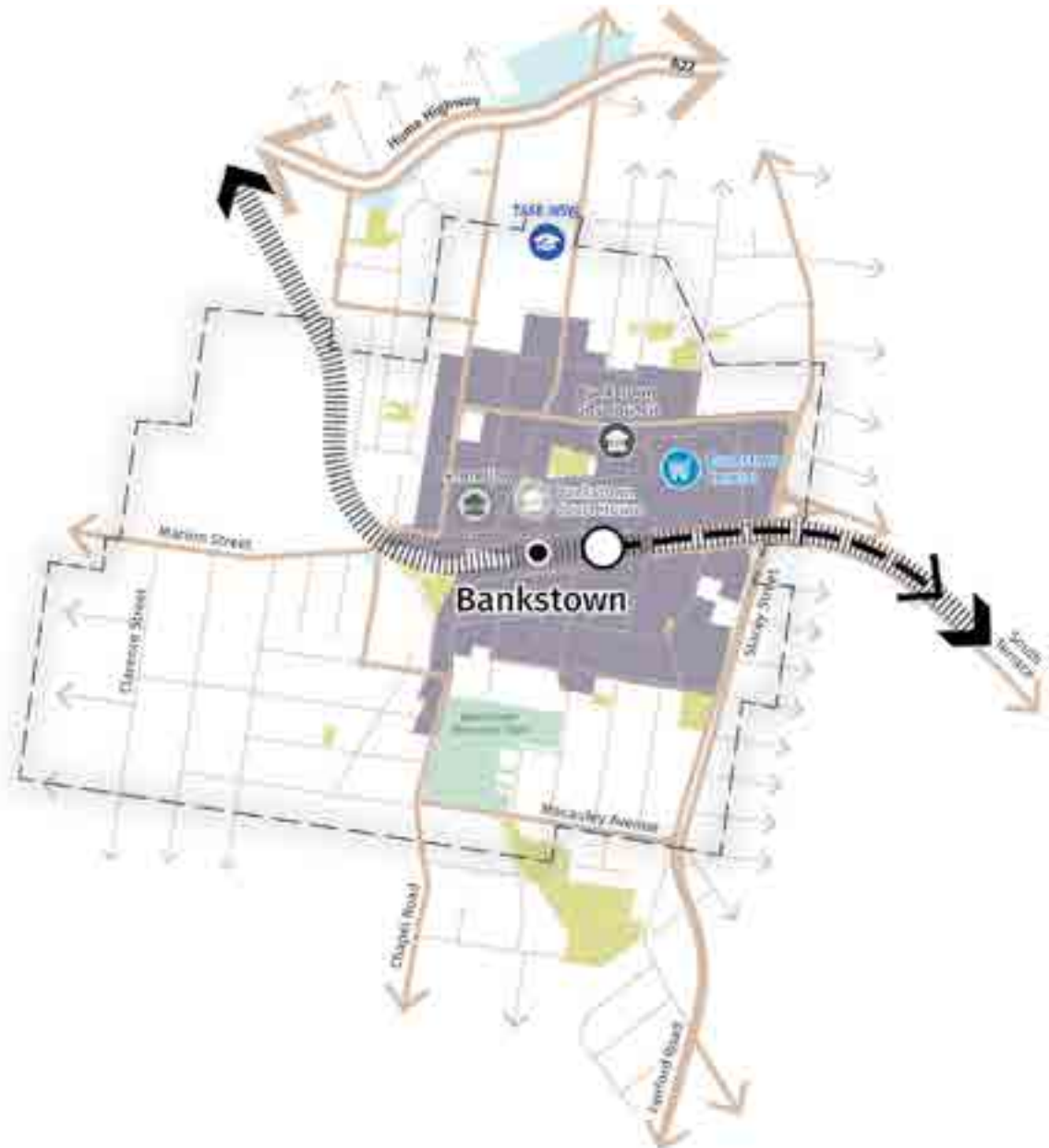




















Figure 3-10 Bankstown district centre – existing activities

	University/TAFE		Local Public Open Space
	Local Government Office		Regional Public Open Space
	State Government Office		Sydney Metro
	Federal/Commonwealth Office		Sydney Metro Station
	Retail hub		Motorway/Highway
	Priority Growth Precinct		Major Road
	Business Zones		Local Road
	Mixed Use Zone		Existing Railway
	Industrial Zone		Existing Railway Station

The Bankstown district centre has a range of retail, healthcare, community and civic services as well as a transport interchange with an extensive bus and rail catchment. The centre will be served by a future Sydney Metro station, which presents an opportunity to grow local employment, enhance public amenity and provide higher density living in the right locations.

**Proposed priorities:**

- support the expansion of the hospital and the growth of allied health services
- encourage new lifestyle and entertainment uses to activate streets and grow the night time economy
- facilitate the attraction of office/commercial floor space
- activate secondary streets
- improve tree cover and the quality of the public realm.



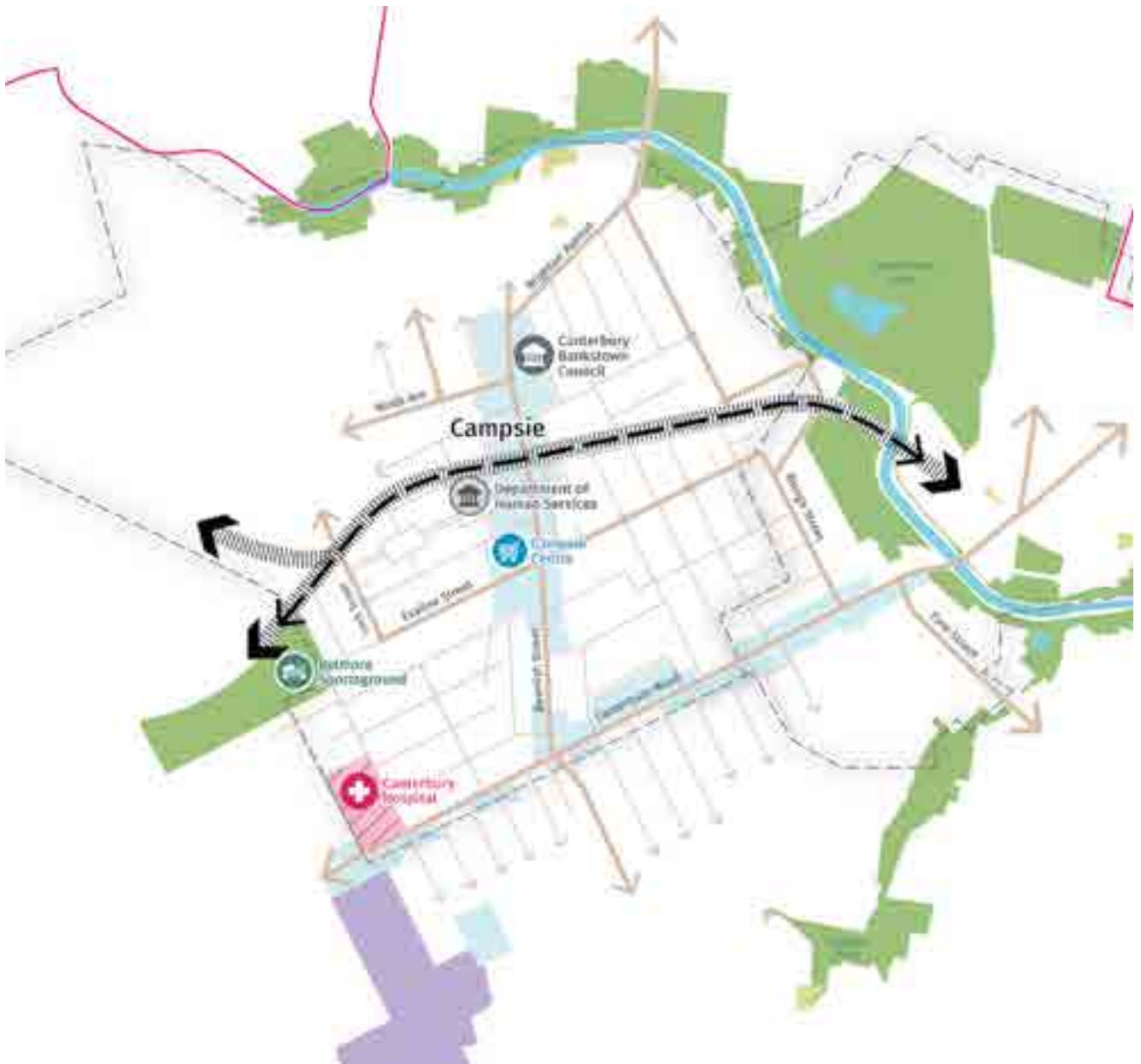


Figure 3-11 Campsie district centre – existing activities

	Priority Growth Precinct		Local Public Open Space
	District Boundary		District Public Open Space
	Hospital		Waterways
	Retail hub		Existing Railway
	Sports Facility		Existing Railway Station
	Local Government Office		South West Sydney Metro, Stage 2
	Federal/Commonwealth Office		Major Road
	Industrial		Local Road
	Business		

Campsie is an important civic and administrative hub in the South District with a cluster of commercial activities and high level of amenity. Campsie is also a major hub for bus and rail interchange, with seven local and cross-regional bus routes servicing the centre. It will benefit from increased accessibility with the completion of Sydney Metro City & Southwest, which will provide faster and more reliable services to other economic centres such as Sydney City and Bankstown.















#### Proposed priorities:

- create a strong sense of place by celebrating Campsie's cultural diversity
- upgrade the public domain and deliver new open spaces
- strengthen Beamish Street's role as an 'eat street' to grow the night time economy
- manage traffic and parking to reduce impacts on pedestrian amenity
- improve tree cover and the quality of the public realm.





Figure 3-12: Hurstville district centre – existing activities

	Hospital		Local Public Open Space
	Local Government Office		District Public Open Space
	Federal/Commonwealth Office		Regional Public Open Space
	Retail hub		Major Road
	Business		Local Road
	Mixed Use		Existing Railway
	Industrial		Existing Railway Station

Hurstville is an important retail destination for the South District with its high street, Westfield and Central shopping centres. The centre also serves as a commercial precinct for the local population and benefits from a rail station and several bus routes. It has an opportunity to leverage its cultural diversity to grow tourism.







**Proposed priorities:**

- create a strong sense of place by celebrating Hurstville's cultural diversity
- upgrade public areas and create new open spaces
- encourage and support improvements to Westfield Hurstville to better integrate it with the public areas of the wider centre
- support the expansion of the hospitals in the centre and the growth of allied health services
- grow the night time economy
- recognise and support the role of Forest Road as an 'eat street'
- activate secondary streets
- improve tree cover and the quality of the public realm.





Figure 3-13 Miranda: district centre – existing activities

	Local Government Office
	Retail hub
	Business
	Local Public Open Space
	Major Road
	Local Road
	Existing Railway
	Existing Railway Station

Miranda has a mix of retail and local services as well as a range of bus and rail services. There are opportunities to enhance public spaces to make it a more attractive shopping destination for the District.

Proposed priorities:

- build on the success of Westfield Miranda to grow Miranda
- encourage new lifestyle or entertainment uses to activate streets and grow the night time economy
- facilitate the attraction of office and commercial floor space
- enhance the amenity of public areas
- activate secondary streets
- improve tree cover and the quality of the public realm.



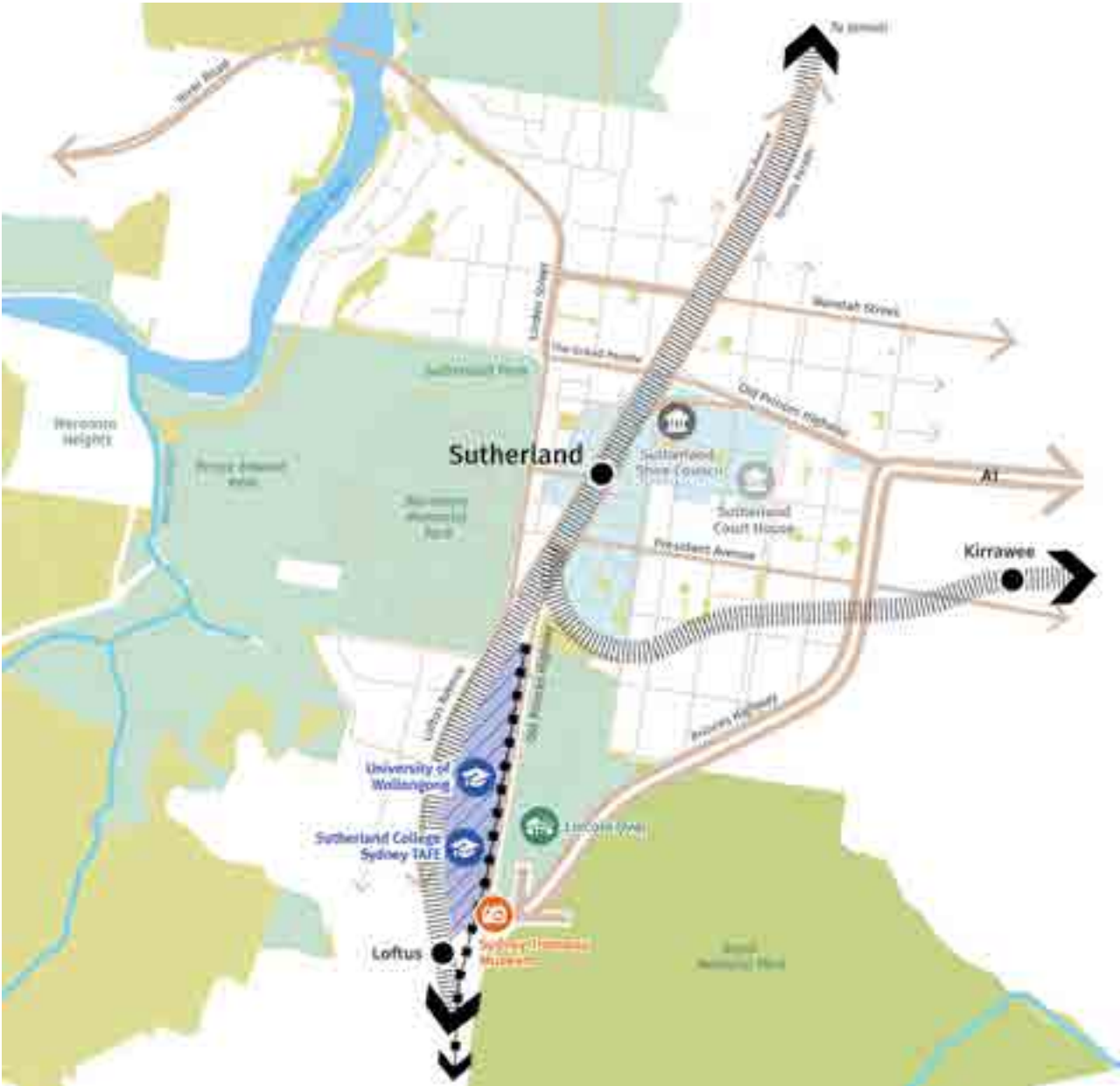

















Figure 3-14: Sutherland district centre – existing activities

	University/TAFE		Waterways
	Sports Facility		Highway
	Local Government Office		Major Road
	State Government Office		Local Road
	Tourism Centre		Existing Railway
	Business		Existing Railway Station
	Local Public Open Space		Loftus Tramway (Tourist)
	Regional Public Open Space		

Sutherland provides a diversity of retail, entertainment, commercial and community services and is served by a range of bus and rail services.

Proposed priorities:

- build on the centre's administrative role
- facilitate the attraction of office and commercial floor space
- encourage new lifestyle or entertainment uses to activate streets and grow the night time economy
- design streets to become more enjoyable public spaces to spend time
- activate secondary streets
- improve tree cover and the quality of the public realm.



### 3.5 Managing employment and urban services land across the District

#### Employment and urban services land

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

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

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

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

In 2015, 1,660 hectares of the South District were zoned for employment and urban services land. This land is spread across 40 separate precincts and represents 12% of Greater Sydney’s total stock of employment and urban services land. In addition to traditional industrial activities, specialised activities include petrochemicals, the water desalination plant at Kurnell and freight activities at Chullora.

Table 3-3 lists the 10 largest employment and urban services areas in the South District by local government area based on the Department of Planning and Environment’s *Employment Lands Development Program 2015*. In 2015, these lands in the South District contributed approximately \$5.6 million to the State’s GDP – a 2% share.



Table 3-3: South District top 10 employment and urban services land precincts (January 2015)

Local government area	Precinct	Undeveloped land (hectares)	Developed land (hectares)	Total (hectares)
Canterbury-Bankstown	Chullora	21.1	190.6	211.7
	Leightonfield Station	0.0	159.8	159.8
	Milperra	1.3	101.1	102.4
	Padstow North	0.8	93.9	94.7
	Padstow South	1.6	43.7	45.4
	Revesby	0.6	132.1	132.7
Georges River	Peakhurst, Boundary Rd	0.3	55.8	56.1
Sutherland	Caringbah/Taren Point	0.5	142.4	142.8
	Kirrawee	4.7	55.5	60.2
	Kurnell	106.1	260.6	366.7

Source: Department of Planning and Environment, *Employment Land Development Program (2015)*

The nature of employment and urban services land precincts in the South District is changing as technologies and new industries emerge. The precincts are evolving into complex 'employment' lands distinct from 'industrial' land. This trend is consistent with many other parts of the Greater Sydney Region, particularly east of Parramatta.

At the time of preparing this draft District Plan, our research found that demand for employment and urban service areas within the South District was strong across most locations, particularly in the larger precincts including Kurnell, Kingsgrove, Kirrawee, Taren Point/Caringbah and Canterbury due to their proximity to Sydney City, Port Botany, Sydney Airport and the M5 Motorway.

Action 1.9.2 of *A Plan for Growing Sydney* emphasises the importance of employment and urban services lands to Greater Sydney's productivity. The Commission's research has reaffirmed their value, underpinned by the economic contribution they make and strong demand for this comparatively scarce resource.

Some employment precincts are under pressure to be converted to residential uses or competing uses such as large format retail. On land closer to Sydney City, businesses such as off-site storage and printing facilities are located on industrial land, as are high-value urban manufacturing businesses that can operate on smaller sites and locate close to customers in strategic centres. This has resulted in intensification of land use and a rise in demand for industrial strata units.

The recent rezoning of employment lands in Alexandria and Mascot in the Central District have also forced businesses to relocate further south and west, which has increased demand in these areas.

This pressure has meant that since 2011, approximately 27 hectares of employment and urban services land has been rezoned for other uses. Such rezonings have the potential to have longer term growth and productivity implications to Greater Sydney. On this basis it is a priority of the Commission to take a precautionary approach to the conversion of employment and urban services lands in the absence of a District wide assessment of their value and objectives.



The Commission identifies as a priority the need for additional work to be undertaken in collaboration with Councils to explore and where appropriate verify this precautionary approach and to step away from the industrial lands checklist suggested by *A Plan for Growing Sydney* during our review of the Regional Plan in 2017.



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

Employment and urban service lands play a critical role in the efficient and effective function of the District. Owing to the comparative scarcity of this resource, a holistic and precautionary approach to their planning should be undertaken.

Accordingly, relevant planning authorities should take a precautionary approach to rezoning employment and urban support lands or adding additional permissible uses that would hinder their role and function. The exception being where there is a clear direction in the regional plan (currently *A Plan for Growing Sydney*), the District Plan or an alternative strategy endorsed by the relevant planning authority. Any alternative strategy should be based on a net community benefit assessment (i.e. analysis of the economic, environmental and social implications) of the proposed exception taking into account a District-wide perspective in accordance with Action P3.

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



**Productivity Priority 6: Manage the evolution of employment and urban services in the Kurnell Peninsula**

The Kurnell Peninsula contains major industry including the water desalination plant, and is directly affected by the operation of the main southern flight path at Sydney Airport.

It also has an important economic role as it is the only land in Greater Sydney where flights are permitted during the night curfew period. Furthermore sand mining areas on the Peninsula are transitioning and no residential development should occur if it constrains the operations of Sydney Airport.

In preparing local environmental plans, the relevant planning authority must exclude new residential development on sites that have the potential to interfere with the operation of the Airport, including land undergoing transition such as sand mining on the Kurnell Peninsula.

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



**Action P3: Develop better understanding of the value and operation of employment and urban services land**

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



### 3.6 Growing research and technological facilities at Lucas Heights

The ANSTO facility at Lucas Heights is the centre of Australian nuclear expertise. It makes a national contribution to the manufacture of medical resources for use across Australia and produces medical isotopes for overseas export.

Facilities at ANSTO's Open Pool Australian Lightwater (OPAL) reactor facility employ over 1,200 people and are used for a range of nuclear medicine research, scientific, industrial and production purposes. The ANSTO Technology Park is an extension of ANSTO's operations and offers facilities for business tenants.

The potential exists to enhance ANSTO's economic and employment role as a research and development precinct by retaining the site for employment uses only and ensuring planning controls support the growth of economic activity around the facility through complementary uses.



#### **Productivity Priority 7: Expand research facilities at Lucas Heights**

The ANSTO Technology Park has the potential to expand as growth in high value manufacturing continues. There are opportunities to leverage this asset to grow a range of knowledge-intensive jobs in the District.

In preparing strategic plans, the relevant planning authority must prepare planning controls that support the provision of complementary employment uses associated with medical and research activities at Lucas Heights. In doing so, the relevant planning authority must undertake consultation with the Australian Government, as necessary.

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

### 3.7 Growing the District's tourism economy

With its spectacular natural, physical and cultural assets, the South District can continue to benefit from economic growth associated with tourism. Major tourism assets in the South District include:

- Cronulla's surf beaches and foreshore walks
- the waterways of the Georges River and Port Hacking
- the natural environments of the Royal National Park, Kamay Botany Bay National Park, the Georges River National Park, Heathcote National Park and the Garawarra State Conservation Area
- the cycleways from Botany Bay to Kurnell and along the Cooks River
- major sporting facilities such as Endeavour Field (Shark Park) and Jubilee Oval (Kogarah Park)
- a diverse range of centres attracting local and regional visitors to restaurants and 'eat streets', night life and shopping located in Cronulla, Bankstown, Hurstville, Miranda and Gymea.

These assets provide opportunities for water-based sport and leisure, adventure and eco-tourism activities, and natural experiences. Given the District's proximity to Sydney Airport and its rail links to Sydney City, potential also exists to increase the number of day and overnight visitors to the District. There are approximately one million day-trip visitors to the Sutherland Shire each year, but less than 400,000 convert into overnight stays.

Our planning can build on this base to grow the tourism offer and supply short-term visitor accommodation that could convert many of the day visitors to overnight stays.





#### **Productivity Priority 8: Support the growth of tourism infrastructure**

In preparing strategic plans, the relevant planning authorities are to consider opportunities to:

- incentivise investment in hotel and short term accommodation for overnight visitors
- invest in more facilities to attract visitors
- provide industry support and visitor servicing
- develop place making initiatives.

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

#### **Sutherland Shire Council's approach to tourism**

Sutherland Shire Council has an ambition to grow tourism to support local businesses and increase tourism-related employment. The number of tourists visiting the Shire is growing every year, with year-on-year growth of approximately 5% - or just over 42,000 new visitors every year in the five years to 2015.

This growth has also seen an increase in the number of visitors who stay overnight - with year-on-year average growth of overnight visitors of 15%. In response, the Council's Destination Management Plan looks at opportunities for visitor accommodation. With research showing that overnight visitors spend four times more money in the local area, the Plan aims to convert an even greater portion of day visitors to overnight stays. Increasing the amount of short-stay accommodation in an environment where residential development provides greater returns on premium sites has been identified as a key challenge by the Council.





### 3.8 Accessing a greater number of jobs and services within 30 minutes

Increasing the range of jobs and other opportunities that people can access within 30 minutes of where they live requires better transport connections and stronger economic and employment centres. As Greater Sydney evolves to a metropolis of three cities, our vision is for people to enjoy better access to hubs of economic activity. Our planning will focus new housing along transport corridors so that people can access employment centres. This will increase the proportion of people who have easy access to jobs and services.

A greater number and frequency of services to Kogarah can help to achieve our ambition for a 30-minute city and encourage Kogarah's continued growth.

Existing or committed NSW Government transport initiatives that will improve the District's connections to the other parts of the Eastern City, and centres in the Central City and Western City include:

- Sydney Metro City & Southwest: A 30-kilometre metro line extending Sydney Metro Northwest from Chatswood to Bankstown via the Sydney CBD. The section of the proposed line between Hurlstone Park and Bankstown Stations is in the South District. Sydney Metro City & Southwest is due to open in 2024 with the capacity to run a metro train every two minutes.
- WestConnex - New M5 Beverley Hills to St Peters: The New M5 will link to the upgraded King Georges Road Interchange on the existing M5 East Motorway at Beverly Hills and run via twin tunnels to St Peters.
- WestConnex - M4-M5 Link Haberfield to St Peters: Planning has commenced for the M4-M5 Link, the final stage of the WestConnex project linking the M4 at Haberfield to the M5 Motorway at St Peters.

- Pinch Point Program: Completed Pinch Point projects in the South District include Alford's Point Road and Menai Road, Menai; Heathcote Road from Heathcote to Moorebank; King Georges Road from Blakehurst to Punchbowl; and Princes Highway from Heathcote to St Peters. These projects have been implemented to help ease congestion at specific pinch points.
- Committed Urban Roads Pinch Point Program projects in the South District will include Fairford Road/Rockwood Road (Padstow to Yagoona); Punchbowl Road/Georges River Road (Punchbowl to Ashfield); The Kingsway (Gymea to Cronulla); and Taren Point Road/Rocky Point Road (Caringbah to Kogarah).
- Gateway to the South Pinch Point Program: This will address critical pinch points along the A1, A3 and A6 routes south of the M5 Motorway, including the Princes Highway, King Georges Road, Heathcote Road, The Grand Parade, Stacey Street, New Illawarra Road and Alford's Point Road.

Transport for NSW is investigating other potential initiatives to improve connections and access, including:

- increasing capacity on the Bankstown Line (T3) and Eastern Suburbs and Illawarra Line (T4)
- increasing connectivity between Bankstown and Parramatta
- investigating the F6 Corridor.

Our ambition for Greater Sydney to be a 30-minute city also includes access to health services, education, local employment opportunities, shops, public spaces and recreational facilities around strategic and district centres.



### F6 Corridor Study

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

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

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

The 2017 development of the Future Transport Strategy, and review of the *State Infrastructure Strategy* to occur alongside the review of *A Plan for Growing Sydney* presents an opportunity to plan for the F6 Extension in consideration of the metropolitan and District priorities.



Source: NSW Roads and Maritime Services, September 2016



Transport for NSW is looking at opportunities to create better transport connections to strategic and district centres. These include:

- future rapid bus routes under investigation: Hurstville to Macquarie Park via Burwood; Rouse Hill-Hurstville via T-way; Parramatta and Bankstown
- new suburban bus routes under investigation: Hurstville-Sydney CBD via Earlwood and Newtown (King Street); Miranda-Bankstown via Sutherland and Menai; Bankstown-Blacktown via Fairfield and Wetherill Park
- improving freight connectivity between the South District and other adjacent districts and regions
- rail timetable and capacity improvements.

These opportunities will be considered in further detail as the Future Transport Strategy is developed.

We will collaborate with Transport for NSW and relevant stakeholders to maximise the economic and land use opportunities created by investment in transport infrastructure and to integrate land use and transport planning outcomes.

#### **Sydney Metro West**

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

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

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

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

### **3.9 Managing freight activities across the District**

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

Freight activity and patterns are changing rapidly due to changes in consumer patterns and how and where products are manufactured. Products now travel longer distances to reach consumers.

The South District is the gateway for road and rail freight travelling between Greater Sydney, Wollongong and Port Kembla.

The District encompasses sections of the National Land Transport road network, including the Princes Highway and the urban corridors of the M5 East Motorway, King Georges Road and General Holmes Drive. The District includes sections of the Main South Rail Line, Metropolitan Freight Network and provides a major link for mineral and agricultural exports from regional NSW to the international gateways of Port Botany and Port Kembla. Over the next 20 years, increasing volumes of South District waste will be exported over this line.

The Illawarra rail line runs north-south through the District and supports the operation of more than 20 freight train services per day with trains travelling to Port Kembla, Port Botany, Bomaderry, regional NSW, Melbourne and Brisbane.

The WestConnex project has been designed to improve freight movements in the South District. Transport for NSW will continue to work with local councils and relevant stakeholders to improve the operation of freight across the District including opportunities to develop a freight response to manage the high levels of future demand.

We will work with Transport for NSW and councils to examine opportunities and identify actions as part of the process for updating the *NSW Freight and Ports Strategy* in 2017.



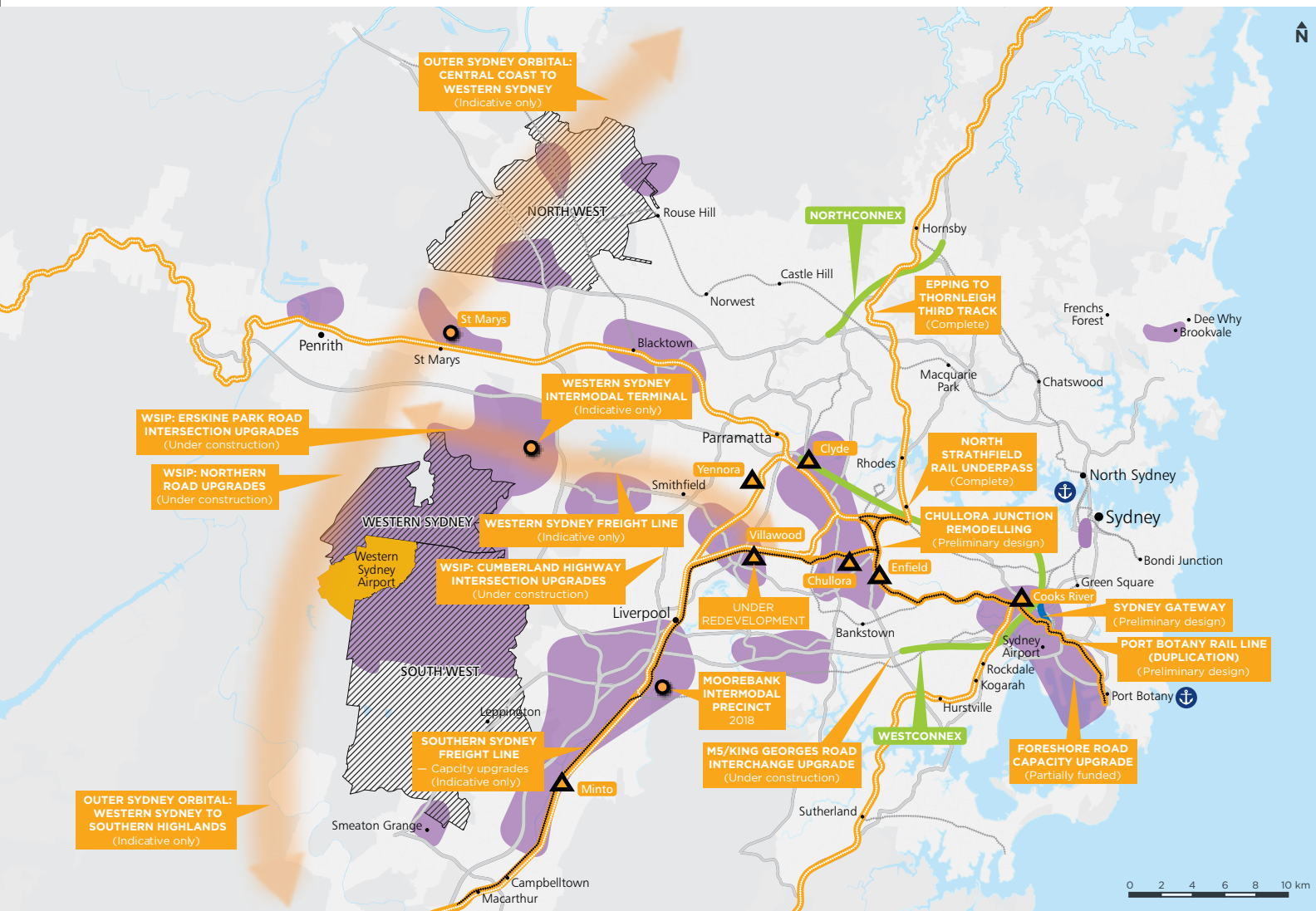


Figure 3-15: Greater Sydney's freight assets

	Dedicated freight rail		Proposed intermodal terminal
	Shared freight rail		Existing intermodal terminal
	Sydney Trains network		Freight activity precincts
	Major freight road		Proposed Transport corridors (indicative only)

Source: Transport for NSW (2016)







## 4 A Liveable City

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

– Jane Jacobs

Greater Sydney's South District mixes beachside and riverside suburbs with a range of busy commercial centres, flourishing and unique suburbs, active and diverse resident communities and the outstanding Royal National Park in the south. The District is serviced by three rail lines and has the highest concentration of railway stations anywhere in Greater Sydney.

It's a busy place for tourists, but not to the extent of other areas of Greater Sydney, giving the District a very strong community feel. During our community consultation in 2015, residents we interviewed told us they know their neighbours well and they feel safe living where they do. They described the District as the best of both worlds - close to the beach and national parks with a number of options if they want to travel to other parts of the Eastern City.

The District is changing and investments such as the conversion of the rail line to Sydney Metro services will improve travel times and passenger experience. It will also bring about opportunities to renew stations and the local areas around them providing opportunities to create new types of housing, close to public transport, providing greater choice for residents.

Our aim is to conserve and enhance quality of life and local identity. We want to collaborate with communities and stakeholders to make the most of public investment in the District's infrastructure and urban places and address the issues that people tell us are important to them. This requires a focus on the type of housing that the District needs as it grows – not just in numbers, but also the diversity that offers different price points and can help improve affordability.

As the District grows, we also need to plan upfront to support new residents with the right mix of schools, health services, community facilities, walking and cycling connections. This needs to be achieved in a way that creates safe, engaging places for everyone.

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

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

### The South District Liveability Profile

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

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



### The Liveability Framework

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

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

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

- housing choice by supporting affordable and appropriate housing for all

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

This draft District Plan addresses the need for good access to education, health, community and emergency services people need through every stage of their life. It takes a design-led planning approach that focuses on people in order to create great places to meet, work, exercise and socialise. We want people to be able to access public spaces, shops, parks, sports and cultural facilities by foot or bicycle.

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



## 4.1 The South District's people

In our consultation in 2015, residents we interviewed in the South District value the sense of community and local green spaces in the District. They particularly enjoy living near reserves, national parks, beaches and waterways. Residents in the South District tend to live relatively close to a great range of jobs and high quality health and education facilities.

Two-thirds of the District's residents interviewed rate the liveability of their area as either 'excellent' or 'very good'.

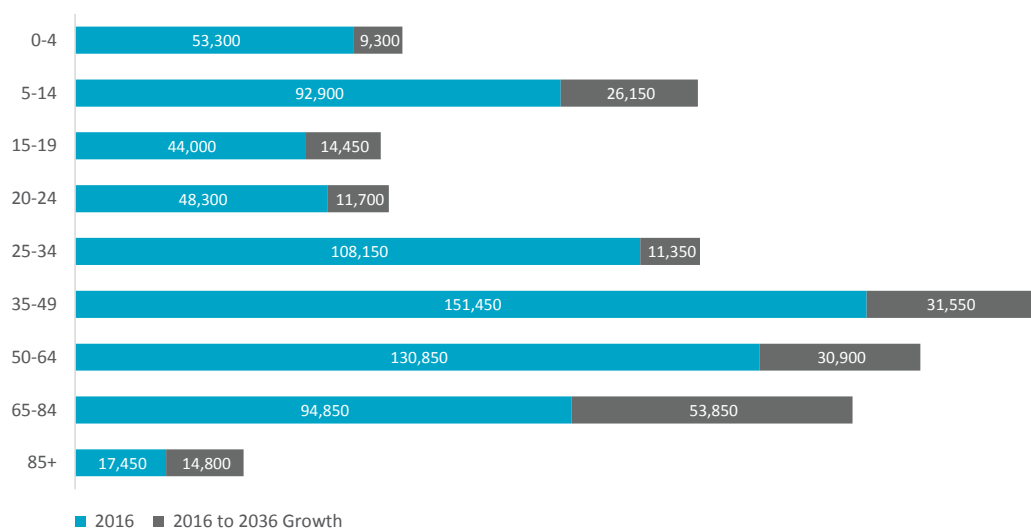
They particularly enjoy access to supermarkets and retail areas, natural environments, the availability of good health care services, schools and education, and the safety of people and property.

### 4.1.1 South District age profile

To understand how and where we need to plan for services and infrastructure appropriate to people at different stages of their life we look at the population's changing age profile and characteristics. We know that the District's population will grow by around 204,100 people to around 945,350 in 2036 (Table 4-1). This is a slower rate of growth than the Greater Sydney average, at 1.2% per year compared to 1.6% a year.

To accommodate these new residents, we need to plan for new housing and new employment opportunities. As the District grows, we need to use this as an opportunity to renew and enhance the District's centres and places, and provide better access to health and education services, community infrastructure and parks and playgrounds.

Figure 4-1: South District projected population growth by age group 2016 - 2036



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



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

	Aggregate Growth 2016-2036							Proportional Growth 2016-2036					
	<1	1-4	5-19	20-64	65-84	85+	Total	<1	1-4	5-19	20-64	65-84	85+
<b>Canterbury-Bankstown</b>	1,640	6,560	29,400	68,950	29,350	6,550	142,450	29%	29%	43%	33%	68%	85%
<b>Georges River</b>	170	680	5,900	10,750	10,300	3,000	30,800	9%	9%	23%	12%	53%	76%
<b>Sutherland Shire</b>	50	200	5,350	5,800	14,200	5,250	30,850	2%	2%	13%	4%	44%	91%
<b>South District</b>	1,860	7,440	40,650	85,500	53,850	14,800	204,100	17%	17%	30%	19%	57%	85%
<b>Greater Sydney</b>	17,080	68,320	333,450	824,100	386,800	110,650	1,740,400	26%	26%	40%	29%	71%	124%

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

The greatest proportional growth will be in the 85+ age group, which is expected to increase by 85% on today's numbers. The growth in the number of people over 65 will account for almost 34% of all the District's population growth over the next 20 years to 2036.

These changes require us to collaborate across the private and public sector to strengthen the diversity of housing providing opportunities for people to stay in their local area as they get older, plan for health network services and provide convenient access to day to day needs.

Growth in aged care requirements will vary across the District. The Canterbury-Bankstown Local Government Area has the largest projected aggregate growth in both the 65-84 and 85+ age groups. The Georges River Local Government Area will also see significant increase in people aged over 65, although the total numbers are more modest than those expected in the other South District local government areas.

At the other end of the age spectrum, the 30% growth in school-aged children will create demand for school places and necessitate planning for new and more innovative use of existing schools.

The projected growth in school-aged children varies across the District, with the largest increases expected in the Canterbury-Bankstown Local Government Area, which will account for 72% of the District's total increase in school-aged children over today's levels. By contrast, there will be comparatively small aggregate and proportional growth in school-aged children in the Sutherland Local Government Area.



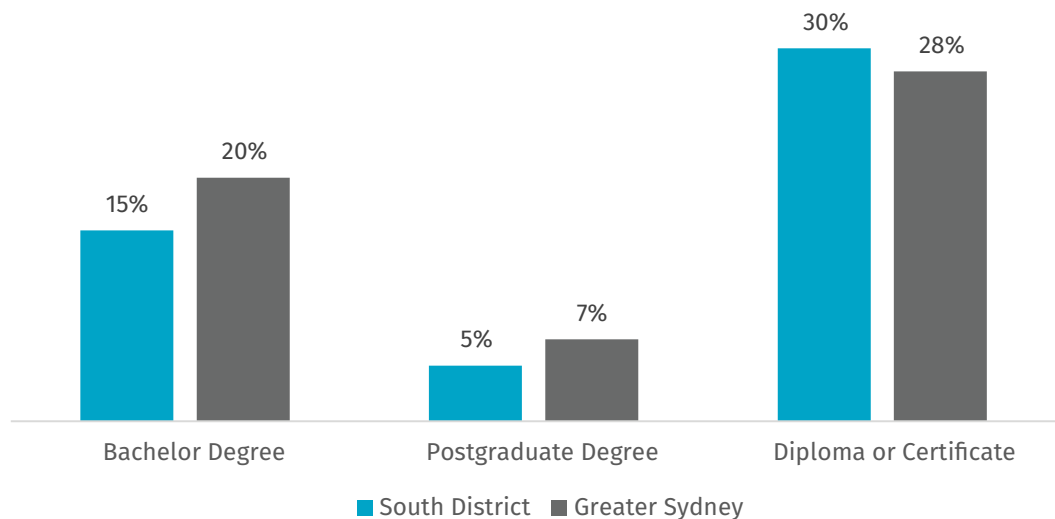
#### 4.1.2 South District population characteristics

The residents of the South District are well educated, with 50% of the population holding a Diploma or Certificate, Bachelor Degree or Postgraduate degree. This is slightly lower than the Greater Sydney average (Figure 4-2). This District has good accessibility to a range of higher education institutions.

Across the District, average median household incomes are roughly in line with those across Greater Sydney with significant spatial variations in socio-economic disadvantage across the South District. The Social Profile highlights that there are some neighbourhoods that experience greater disadvantage particularly areas across the Canterbury-Bankstown and Georges River Local Government Areas.

Aboriginal and Torres Strait Islander people comprise a relatively small proportion of the overall population of the District (0.7% as compared to 1.1% across Greater Sydney) with most residing in parts of the Sutherland and Canterbury-Bankstown Local Government Areas.

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



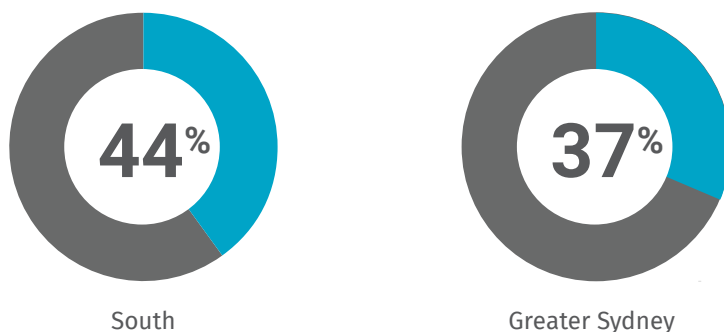
Source: Australian Bureau of Statistics, 2011 Census of Population and Housing



Up to 44% of households speak a language other than English at home, which compares to 37% across Greater Sydney. The greatest number of English as a second language speakers reside in the Canterbury/Bankstown, and Georges River local government areas.

The 2015 Population Health Survey by the NSW Ministry of Health indicates that around 52% of the adult population in South District is overweight or obese. Obesity is a chronic medical condition which is associated with a wide range of debilitating and life threatening conditions. In addition to this, the 2011 Census identified over 31,000 people living with a disability in the South District with expectations this will increase significantly over the next 20 years, as our population ages.

Figure 4-3: proportion of people in the South District who speak a language other than English at home (2011)



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



### 4.1.3 South District dwelling and household characteristics

When we plan for the type of housing the District will need, we look at both the mix of housing types (for example, detached homes and apartments), as well as the household types (for example, single person households, or couples with children).

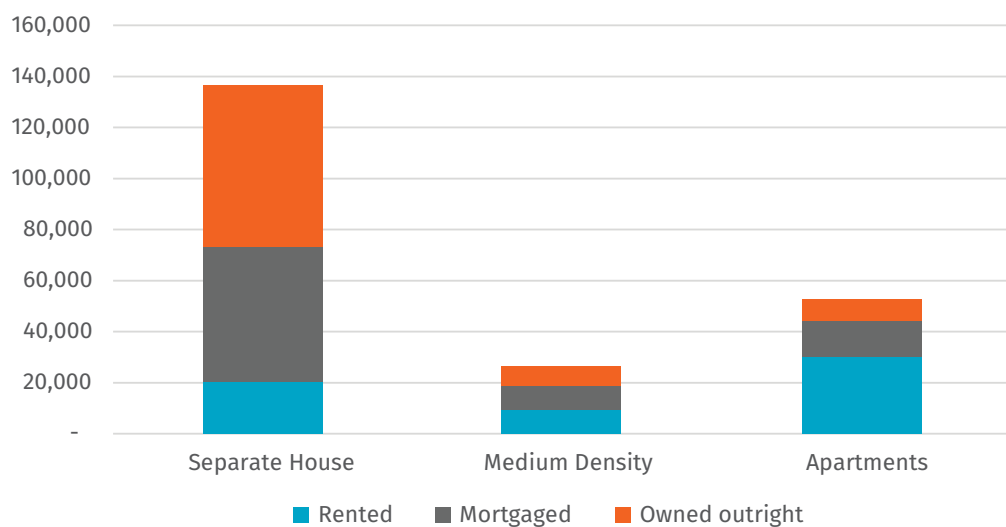
This helps us to analyse how the market for different homes has changed over time and plan for the different housing types and sizes that people will need in the future.

Sixty two per cent of people in the South District live in a detached house. Twenty six per cent live in apartments and 12% in medium density type homes, such as semi-detached, terrace and row housing. Most detached dwellings (85%) are either owned outright or are being purchased, and 58% of apartments are rented.

Households comprising couples with children will continue to be the dominant type of household in the South District. Despite this there will be 23,600 additional single person households and 18,500 additional couple only households by 2036. As a result, the proportion of couples with children will drop slightly from 40% in 2016, to 38% of all households in 2036.

By local government area, Sutherland will see the greatest drop in the proportion of the households made up of couples with children (from 39% to 35%) followed by Georges River (from 40% to 37%). Meanwhile the greatest aggregate increases in single person households will be recorded in Canterbury-Bankstown followed by Sutherland.

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



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



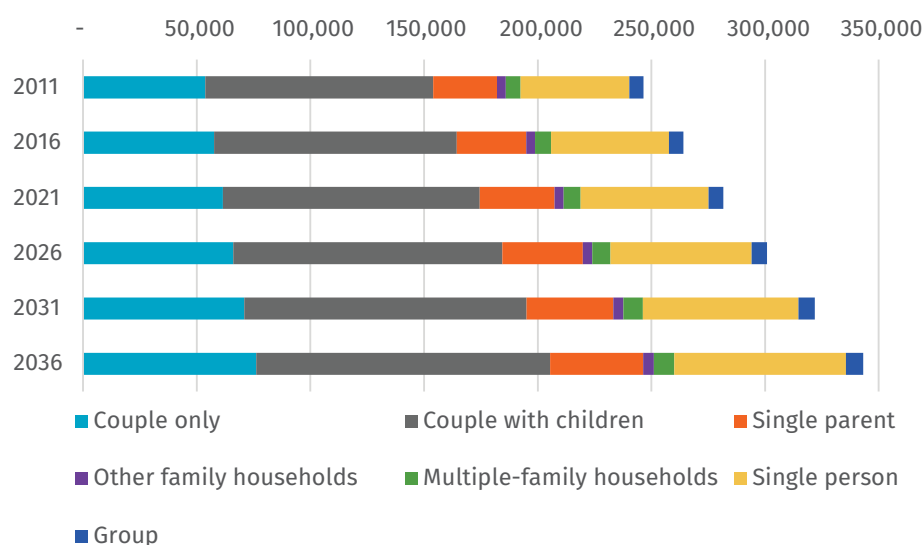
While there is an increased need for all housing types in the South District, housing that can accommodate smaller households is in increasingly strong demand. This includes terrace, row and other compact housing types as well as apartment buildings.

We also know, through our consultation, that many people believe housing affordability is an issue in the District. Only 11% of those we spoke to describe the District's housing affordability as 'excellent' or 'very good'.

Underscoring this point, a recent examination of dwelling sales showed that between 2005 and 2015, the District's stock of housing classified as affordable for moderate income households declined significantly.

We will also need to enable development of flexible housing types including more large homes that can accommodate several family groups or generations living together, as well as more accessible and adaptable housing. Our planning must ensure that there is capacity for new housing that responds to local needs and housing market characteristics and provide proximity to public transport, health, education, infrastructure and services.

Figure 4-5: South District projected household structure (2011 – 2036)



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



## 4.2 Liveability priorities

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

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

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

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

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

### Improve housing choice

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

### Improve housing diversity and affordability

- Plan for housing diversity
  - Deliver of housing diversity
- Support planning for adaptable housing and aged care
- Deliver Affordable Rental Housing
  - Implement the Affordable Rental Housing Target
- Support social housing in the South District
  - Increase social housing provision
- Facilitate integrated infrastructure planning

### Coordinate and monitor housing outcomes and demographic trends

### Create great places

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

### Foster cohesive communities in the South District

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

### Respond to people's need for services

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



### 4.3 Improve housing choice

All successful and growing global cities face the challenge of providing greater housing supply and choice. With Greater Sydney's robust economy, unprecedented levels of population growth and strong investment interest, demand for housing across Greater Sydney is rapidly increasing. Notable demographic change means that significant new and different forms of housing will be required in Sydney to 2036. The Commission is committed to achieving this outcome in a way that also builds a more inclusive city (particularly for the elderly and women) and a more equitable city (particularly for those entering the housing market for the first time). To achieve this, the Commission will leverage existing and new infrastructure projects to enhance housing opportunities.

Key to planning for this growth is recognising that the nature of this demand varies by location, by community and by household. To meet the needs of different cultural, socio-economic and age groups a variety of housing choices must be delivered across Greater Sydney as well as the South District. This supply must be achieved through a range of housing types, tenures and price points. We refer to the range of housing choices in this draft District Plan as the housing continuum (Figure 4-6).

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

Figure 4-6: The housing continuum



Source: Greater Sydney Commission, 2016 adopted from City of Sydney, Housing Issues paper April 2015



### Our approach to the housing continuum

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

- **Delivery:** creating conditions to support the delivery of housing in well-planned locations served by sufficient local and regional infrastructure
- **Capacity:** so that existing planning controls and new investigation areas are creating sufficient opportunity for housing supply targets to be met to 2036
- **Diversity and adaptability:** the diversity of housing types including small lot housing, terraces and apartments in a variety of sizes (one, two and three+ bedrooms) and more adaptable and accessible forms of housing for older people, people with disabilities and families
- **Affordability:** building on the direction in *A Plan for Growing Sydney* by setting a target for the provision of affordable rental housing in new urban renewal and greenfield areas for the low and very low income households that are the most vulnerable. This also relates to supporting a supply of diverse housing types in the private market that are more affordable to key workers and moderate income households
- **Social housing:** the provision of social housing to meet the needs of the growing number of households requiring social housing (presently the waiting list has 37,660 households in Greater Sydney in 2016) and to reduce homelessness.

### NSW Government initiatives

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

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

The Department of Family and Community Services is implementing:

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

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



The private sector and agencies such as UrbanGrowth NSW and Land and Housing Corporation also work with councils in the South District to improve housing choice, diversity and affordability. NSW Government-led projects in these areas seek to improve the quality of housing while providing a better mix of social and private housing to instil a greater sense of community. Another important NSW Government partner in the housing continuum is the community housing sector. This sector has grown considerably in the last five to 10 years and plays an important intermediary role in providing housing choice. Support for this sector will bolster opportunities for people to move out of social housing and provides greater support for the most vulnerable households living in housing stress.

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

Figure 4-7 shows how our proposed initiatives align with current NSW Government initiatives.

#### 4.3.1 Preparation of local housing strategies

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



#### Action LI: Prepare local housing strategies

Councils will prepare local housing strategies and need to consider:

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

Figure 4-7 NSW Government and Greater Sydney housing initiatives

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

Source: Greater Sydney Commission, 2016



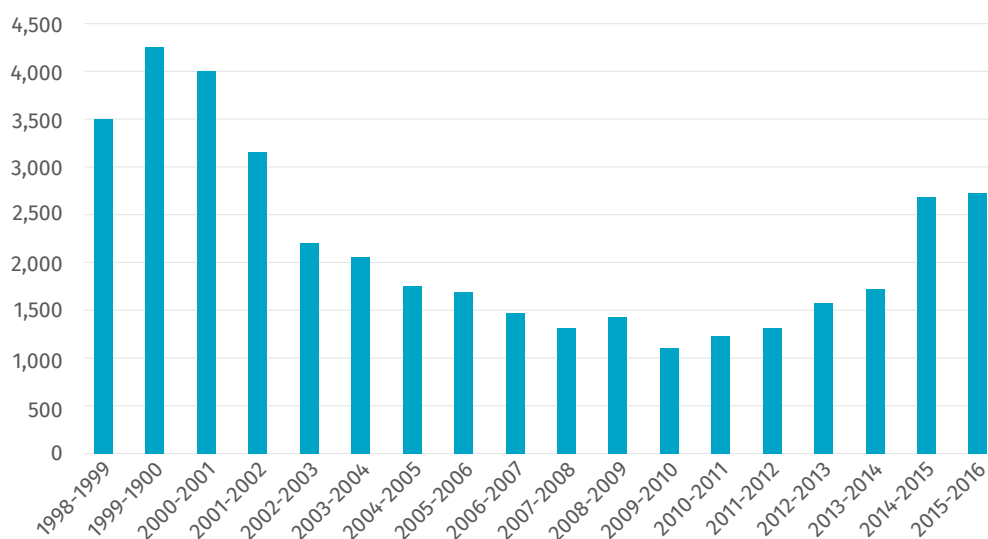
- urban form and place making
- accessibility of housing to employment opportunities
- opportunities to improve housing affordability
- ways to address housing diversity that are relevant to the needs of the existing and future local housing market including opportunities for, and blockages to, housing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

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

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

Greater Sydney is experiencing a strong housing market with record levels of housing approvals fuelled by low interest rates, sustained population growth and a strong investor interest. Research provided by the Department of Planning and Environment tells us that dwelling approvals and completions are currently at their highest levels in 16 years for Greater Sydney and the South District. Figure 4-8 shows historic dwelling completions and Figure 4-9 shows additional dwellings across the District in the last five years and highlights development in the vicinity of Kogarah and Hurstville and along the M5 and rail lines.

Figure 4-8: South District dwelling completions between 1998-99 and 2015-16



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







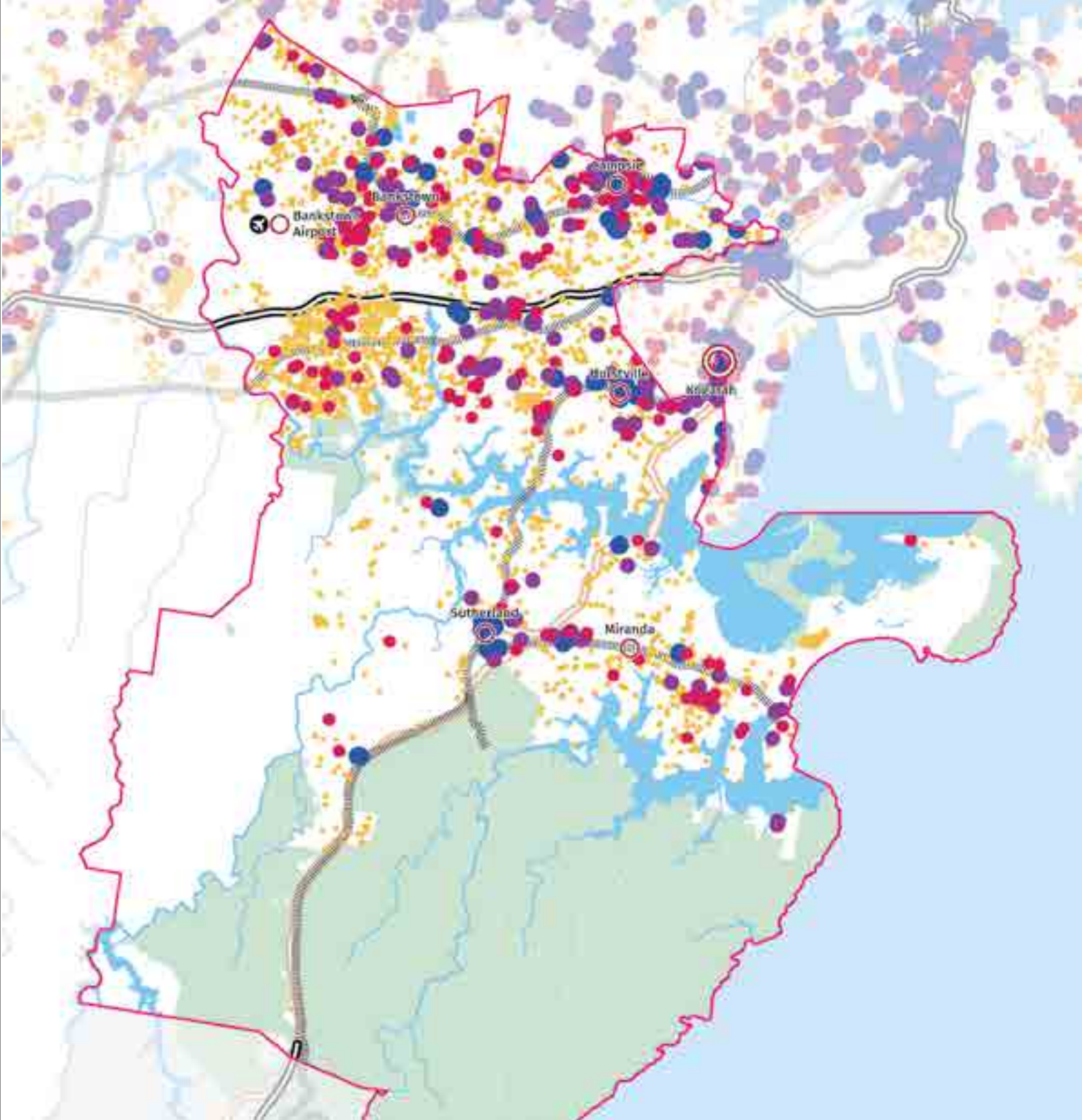


Figure 4-9: South District dwelling completions (2010-11 to 2015-16)

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

Source: Department of Planning and Environment 2016



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

On this basis the Department of Planning and Environment estimates that Greater Sydney needs 725,000 additional dwellings over the next 20 years and 83,500 additional dwellings in the South District.

The Commission considers that this projection is a minimum requirement for three reasons:

- it is based on the medium population growth scenario and if current trends continue, there is a prospect that a higher growth scenario could transpire leading to greater housing demand over the 20-year period of this draft District Plan

- due to past undersupply in Greater Sydney's housing market there is 'pent up' demand at particular price points adding to demand for additional housing
- there is the case for a 'contingency' to be added to the demand estimates to address the two prior reasons along with any other unforeseen changes over the next 20-year period such as potential blockages to achieving supply

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

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



Source: Department of Planning and Environment 2016 Metropolitan Housing Monitor



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

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

On this basis, we propose a number of approaches to guide the process:

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

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

### Greater Sydney Housing Market Areas

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

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

### South District Market Areas (Figure 4-11)

In the South District these areas are:

- **Sutherland:** mostly follows the boundaries of the Sutherland Shire Council.
- **St George:** includes the entirety of the former Kogarah and Rockdale Local Government Areas as well as the Riverwood and Roselands parts of Canterbury-Bankstown Local Government Area.
- **Bankstown - Holsworthy:** contains the Punchbowl, Wiley Park and Lakemba Station precincts of the Sydenham to Bankstown urban renewal corridor.
- **Inner West - Burwood:** largely coincides with the Belmore, Campsie, Canterbury and Hurlstone Park train station precincts of the Sydenham to Bankstown urban renewal corridor.
- **Inner West - Marrickville:** contains the Central District station precincts of the Sydenham to Bankstown urban renewal corridor.





Figure 4-11: South District housing Market Areas

	Strategic Centre		Motorway
	District Centre		Highway
	District Boundary		Waterways
	Local Government Area (LGA)		National and State Parks
	Priority Areas and Precincts (including investigation)		
	Railway		
	Railway Station		

#### Housing Market Demand Areas

	Sutherland
	Bankstown-Holsworthy
	St George
	Inner West-Burwood
	Inner West-Marrickville
	Parramatta
	Eastern Shore
	City and Harbour-side

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



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

The Department of Planning and Environment's projections of population and household growth in South District for the next five years translates to a dwelling need of 18,500 dwellings.

Owing to the current strong housing market, our testing using the Urban Feasibility Model, the Department of Planning and Environment's planning tool to understand housing capacity and the economic feasibility of residential development, confirms there are opportunities in South District to deliver beyond this minimum dwelling need in the short term. This is important to address pent up demand that has resulted from past undersupply. It is also important to address housing choice and affordability.

As such the Commission has identified a five-year housing target that is based on both the District's dwelling need and the opportunity to deliver supply (Table 4.2). The five-year target relates to housing including traditional detached and attached houses, apartments and granny flats.

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

Table 4.2: South District's five-year housing targets by local government area (2016-2021)

Local Government Area	2016-2021 Housing Target
Canterbury-Bankstown	13,250
Georges River	4,800
Sutherland	5,200
<b>South District Total</b>	<b>23,250</b>

Source: Greater Sydney Commission, 2016

These targets are supported by NSW Government programs that increase capacity and supply including Priority Precincts, and UrbanGrowth NSW and Communities Plus projects. Recent planning by Sutherland Council has seen significant increase in capacity for supply in the preparation of the *Sutherland Shire Local Environment Plan 2015*.

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



#### Liveability Priority 1: Deliver South District's five-year housing target

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

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

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

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

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

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



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

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

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

Table 4-3: South District minimum 20-year housing targets (2016 – 2036)

	Minimum 20 year housing target 2016 - 2036
South District*	83,500
Greater Sydney	725,000

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

To ensure that new housing capacity opportunities leverage current and future infrastructure provision while improving Greater Sydney's equity and liveability, we will work with local and NSW Government, as well as communities and industry, to identify new and expanded opportunities for housing capacity in proximity to existing and planned infrastructure.

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

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

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



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

The Commission will:

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



### Strategic guidance for new housing capacity

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

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

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

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

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

We identify the opportunities to do this in three ways.

#### Urban renewal

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

*A Plan for Growing Sydney* identifies possible urban renewal corridors. These opportunities need to be investigated further now to determine their ability to provide capacity for new housing in the medium (five to 20 years)

and longer (20+ years) term. The need for this additional capacity is greatest in the North and Central Districts.

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

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



### Medium density infill development

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

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

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

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

### New communities in land release areas

Land Release is addressed in detail in the draft District Plans for Western Sydney Districts.





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

Over the last 10 years, a range of local government studies have investigated opportunities to increase capacity for housing supply in the South District including:

- Bankstown Residential Development Study (2009)
- Canterbury Residential Strategy (2013)
- Hurstville City Centre Masterplan (2004)
- Kogarah Council Housing Strategy 2031 (2014) and New City Plan (2015)
- Rockdale Residential Strategy (2007)
- Rockdale Urban Strategy (2010)
- Rockdale Town Centre Masterplan (2012)
- Sutherland Housing Strategy (2014) and Sutherland Local Environmental Plan (2015).

Georges River Council is also in the process of progressing an amendment to the Kogarah Local Environmental Plan 2012 which sets out to provide significant capacity for housing supply suburbs such as Hurstville, Allawah, Beverly Park and Mortdale.

In the Canterbury – Bankstown Local Government Area, the corridor along Canterbury Road is undergoing significant urban renewal. Any future opportunities need to be considered in the context of the dwelling demand, growth in adjoining areas and the role of the Canterbury Road.

The NSW Government is also investigating opportunities including:

- Sydenham to Bankstown urban renewal corridor, which contains the precincts around rail stations at Bankstown, Punchbowl, Wiley Park, Lakemba, Belmore, Campsie, Canterbury and Hurlstone Park.
- Riverwood Communities Plus initiative, which will create an integrated community of social, affordable and private housing.



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

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

##### Canterbury-Bankstown Local Government Area

Council will:

- monitor and support the delivery of Canterbury-Bankstown's five-year housing target of 13,250 dwellings, recognising significant growth from both infill development and the Bankstown to Sydenham urban renewal corridor that is currently under investigation
- work with Land and Housing Corporation to progress delivery of Communities Plus project at Riverwood
- investigate local opportunities to address strategic needs and diversity with a particular focus on transport corridors and other areas with high accessibility.

##### Georges River Local Government Area

Council will:

- monitor and support the delivery of George's River five-year housing target of 4,800 dwellings recognising the significant growth from infill development.
- investigate further opportunities for additional strategic needs and diversity in and around local centres and close to transport and other areas with high accessibility.

##### Sutherland Local Government Area

Council will:

- monitor and support the delivery of Sutherland's five-year housing target of 5,200 dwellings recognising the significant growth anticipated from changes made in the 2015 Sutherland Local Environment Plan.
- investigate local opportunities to address strategic needs and diversity in and around local centres and close to transport and other areas with high accessibility.



## 4.4 Improve housing diversity and affordability

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

### 4.4.1 Plan for housing diversity

While dwelling completions data shows that apartments have been built over the past five years existing stock in the South District is still dominated by detached dwellings which are more prominent in areas that are further from Sydney City. There can be however a mismatch between supply and housing need.

While apartments in the District provide transitional housing for seniors and more affordable homes for young people, it does not supply the full range of housing types. More medium density row, terrace and villa homes are also required to provide greater diversity. The South District's increasing proportion of older people and people with a disability will require the delivery of additional smaller homes, group homes, adaptable homes and aged care facilities.

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

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

The projected growth in people aged 65 and over in the South District means that there must be more emphasis on planning for housing diversity particularly seniors housing and aged care options that allow people to age in place. It will also result in a proportional increase in demand for health and community services together with cultural activities that facilitate continued social inclusion. The ability to age in place, and in community, is fundamental to liveability, as it allows people to maintain established connections with neighbours, friends and family, and importantly, with health and community services.

A recent review of the Department of Planning and Environment's *Apartment Design Guidelines* provides consistent planning and design standards for apartments across NSW. The Department of Planning and Environment has prepared similar draft guidance for medium density housing, given the ability of this type of housing to satisfy future demand for housing diversity, choice and affordability.

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

Councils will need to consider the needs of the local population base on their district or local housing strategy and how to align local planning controls and good design outcomes for different types of housing.



### Action L4: Encourage housing diversity

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

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





#### **Productivity Priority 9: Deliver housing diversity**

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

- provide housing diversity that is relevant to the needs of the existing and future local housing market
- deliver high quality design outcomes for buildings and safe and healthy places.

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

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

Our planning should support adaptable housing that can be easily modified to become more accessible to accommodate people who are ageing or living with a disability. Adaptable housing can better accommodate these needs where it confirms guidelines published by Livable Housing Australia. These guidelines relate to good housing design and adaptability and set out features that create long-term homes for the whole community, regardless of age, ability or changing life circumstances.

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

#### **4.4.3 The Affordable housing Challenge**

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

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

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

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

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

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



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

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

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

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

#### 4.4.4 Deliver Affordable Rental Housing

##### Affordable Rental Housing Targets

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

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

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

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



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

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

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

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

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

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

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

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

The Affordable Rental Housing Target therefore aims to:

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



### **Liveability Priority 2: Implement the Affordable Rental Housing Target**

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

In the South District, over 15,050 households live in social housing, representing approximately 6% of all households across the District. Social housing is distributed throughout the District, with some clusters in Narwee, Riverwood and Menai.

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

### **Communities Plus**

Communities Plus will deliver up to 23,000 new and replacement social housing dwellings, 500 affordable housing dwellings and up to 40,000 private dwellings across Greater Sydney.

The program is based on an asset management framework that leverages the value of the existing portfolio to accelerate supply. Private sector developers and community housing providers will be engaged to design, fund and build affordable, social and private housing. As each development is completed, new social housing properties are handed back to the Land and Housing Corporation as payment for the land, making the program entirely self-funded.

Community housing providers will manage the social housing properties and own and manage the affordable housing component, further developing this emerging sector of our economy.

Currently, many social housing sites are subject to planning controls based on historical land use, rather than reflecting the local environmental capacity for density and height uplift. The Commission and the Department of Planning and Environment are working with Land and Housing Corporation, councils, Transport for NSW and other State agencies to adapt planning controls to maximise outcomes for the Communities Plus projects and thereby the residents of Greater Sydney.



The South District will continue to require social housing and much of this provision will come through Communities Plus. One of the four Communities Plus initiatives that have commenced in Greater Sydney is in Riverwood.

The Riverwood social housing estate covers 30 hectares and is within walking distance of Riverwood Station, with a bus service operating through the estate. The first stage of renewal at Riverwood (Washington Park in Riverwood North) is nearing completion and has created new social housing mixed with private housing. Riverwood North demonstrates what can be achieved when concentrated social housing estates are renewed. The objectives for the renewal of Riverwood include:

- creating an integrated community of social, affordable and private housing with better social outcomes
- encouraging a high degree of engagement with residents, the community, local government and other stakeholders in the planning phase of the renewal
- staging the development in phases to enable residents to move from their current home directly into their new home after the first stage is completed
- improving the amenity of public places and streets to facilitate social inclusion create stronger community cohesion.

The Minister for Planning has declared the renewal area of Riverwood a State Significant Precinct. The Land and Housing Corporation will prepare a State Significant Precinct Study for the area, which is expected to be submitted in autumn 2017.

It is expected that the entire renewal will be progressively delivered over 10 years.

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

### **Liveability Priority 3: Increase social housing provision**

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

Subject to appropriate consultation, feasibility considerations and environmental assessment, relevant planning authorities should translate optimal outcomes for social housing sites into land use controls.

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

### **4.4.6 Facilitate integrated infrastructure planning**

Action 3.1.1 of *A Plan for Growing Sydney* requires support for urban renewal by directing local infrastructure to centres where there is growth. A major challenge in creating capacity for additional housing, particularly in land release and major urban renewal areas, is the coordination of infrastructure and land use planning so that infrastructure is delivered in the right place at the right time, in line with actual growth. This requires a detailed understanding of forecast growth and infrastructure investment programs across a range providers and locations.

A more targeted and coordinated approach to planning and delivering regional, district and local infrastructure would achieve this while also expediting investment and development, and potentially boosting the delivery of new housing.



This approach to coordinated infrastructure planning could involve:

- working with the private sector to advance designs for infrastructure to achieve greater certainty of delivery costs and constraints
- reviewing development forecasts annually to create more accurate information about timing and location of development
- staging development to get the most efficient use of existing infrastructure capacity
- staging infrastructure delivery using interim solutions including packaged wastewater treatment systems and temporary intersection improvements
- involving the community in decision-making about infrastructure investment to ensure that it meets local needs.

This approach will help inform the update and review of funding arrangements for State infrastructure through Special Infrastructure Contributions, as well as inform the Commission's Annual Infrastructure Priority List.



**Action L9: Coordinate infrastructure planning and delivery for growing communities**

The Commission will work with the Department of Planning and Environment to better coordinate land use and infrastructure strategies at a State, district and local level to deliver infrastructure to growing communities as needed.

Figurer 4-12: Artist's impression of Washington Park in Riverwood North



Source: PAYCE 2016



#### 4.5 Coordinate and monitor housing outcomes and demographic trends

Through the housing continuum approach, we will draw together all the actions and programs across State and local government as well as the not-for-profit and private sectors to improve our understanding of where new homes are needed and the type of dwellings required. This, in turn, determines planning needs for education, transport, utilities and other infrastructure.

The construction of new homes is a major economic activity and requires a supply of skilled workers, access to capital and availability of materials. To support the construction of new homes all stakeholders need up to date information on housing supply to coordinate supply capacity, infrastructure and delivery.

The Department of Planning and Environment publishes annual housing completions, which will be improved by the inclusion of more detailed data describing all types of housing. Supply forecasts and completions data needs to consider all housing types so that the mismatch of supply and demand can be closely monitored and used to inform activities across the sector.

The Department of Planning and Environment also prepares demographic projections and provides advice on demographic trends. Population projections that accurately describe projected changes in population characteristics like age and household type also inform the planning for education, emergency services, utilities and transport.



#### Action L10: Provide data and projections on population and dwellings for local government areas across Greater Sydney

The Department of Planning and Environment will:

- regularly prepare updates to 20-year population and dwelling projections for NSW by local government area
- prepare a housing needs assessment that will assist the preparation of local housing strategies
- continue to release 20-year projections of population growth, including:
  - projections for age profiles (including student population age cohorts)
  - households types
  - implied dwellings
- publish annual 10-year housing supply forecasts that:
  - include forecast supply by local government area
  - enhance the existing forecasts to include details of housing types
  - include housing completions across Greater Sydney, including those in new growth areas, to allow comparison of projections and completions.



## 4.6 Create great places in the South District

*“Culture and climate differ all over the world, but people are the same. They'll gather in public if you give them a good place to do it.”*

*Jan Gehl, Danish architect and urban designer*

Improving liveability means putting people at the heart of planning for great places. This means recognising, respecting and building on the valued characteristics of individual neighbourhoods while maximising the improvements to amenity, services and infrastructure that come with growth and change.

For the South District, which presents a real diversity of neighbourhoods and places, this requires tailored thinking to build on each area's assets, from the beachside suburbs in the south, riverside suburbs around the District's centre, and major shopping and dining areas that offer an array of multicultural entertainment in the north.

Residents of the South District interviewed in 2015 told us they particularly enjoy the District's access to parks, beaches, open areas, greenery and bushland, shopping, transport, services and amenities.

People in the District were more likely to consider safety to be important than the rest of Greater Sydney (76% versus 71%) and residents said they generally felt Sutherland-St George was a safe place to live at any stage of life.

For our planning to enhance the South District's great places, we need to focus on these characteristics, and manage growth to create healthy, well-designed, safe and inclusive places that encourage economic and social activity, vibrancy and community spirit.

This draft District Plan looks at how we can work across government to provide the kind of places and facilities that help to build a more cohesive community.

### 4.6.1 Provide design-led planning

Good quality integrated urban land use and transport are key elements of a people-centred, sustainable and liveable environment. Design-led planning involves working with communities to identify the key strengths of a place – what makes it special – and ways to enhance this in the future. Clear, shared goals can then be used to shape future initiatives, decision-making, development proposals and funding.

The NSW Government's draft architecture and urban design policy, *Better Placed* (October 2016), seeks to deliver design excellence and a safe, equitable and sustainable built environment. It outlines the importance of successful design for cities and towns noting that:

- Cities and centres are linked through **economic** factors: they support industry and commerce, employment and services. Accommodating an agglomeration of people and activity is key to a city or centre's productivity.
- Collectively, urban development is responsible for significant **environmental** and greenhouse impacts, energy use and displacement of ecological and agricultural land.
- Cities and towns welcome and house people and **communities**. The coming together of people in urban places plays an essential social function in accommodating relationships.

The draft policy advocates design-led planning and notes that *'the role of urban design and architecture is essential to all three of these factors and is a key determinant of successful urban places'*.



**Draft Policy on Urban Design and Architecture – Better Placed: Seven Principles**

**Principle 1: Contextual, local and of its place.**

The urban environment is where most of us live, work and recreate.

Places should be designed to be integral with local people and cultures and connected to their landscape and setting. In this way, a place will be 'of its location' - distinctive, resonant and engaging.

**Principle 2: Sustainable, efficient and durable.**

Cities, towns and the infrastructure they require have both a positive and negative impact on environmental quality and climate change.

An urban area should be designed to be accessible and compact; to minimise consumption of energy, water and natural resources; and to avoid detrimental impacts on natural systems. It should be designed to respond and adapt to changes over time.

**Principle 3: Equitable, inclusive and diverse.**

The city represents the coming together of the full spectrum of society in a mutually beneficial arrangement.

Urban design should provide equitable access to housing, employment, public transport, public space and social opportunities.

**Principle 4: Enjoyable, safe and comfortable.**

How people experience cities has a daily impact on people's lives, and investment in development and infrastructure can have an impact for decades and generations.

Urban design should be people focused, providing environments that are user-friendly, enjoyable, accessible and dignified.

**Principle 5: Functional, responsive and fit for purpose.**

As the setting for our daily lives, the urban environment must work well for a wide range of purposes.

Urban design influences the functionality and workability of urban areas permanently, and so design quality at the outset is essential.

**Principle 6: Value-creating and cost effective.**

Substantial investment goes into the urban environment and infrastructure from a range of sources.

Well-designed urban places have the potential to be highly cost effective over the long term, creating ongoing and increasing value for all.

**Principle 7: Distinctive, visually interesting and appealing.**

For most people the urban environment is where we live our daily lives.

The design of the city or precinct is fundamental to how it looks, feels and works for people. Poor design has a lasting, negative impact, while good design provides ongoing benefits for all.



The draft policy supports productivity, environmental management and liveability by fostering quality processes and outcomes in the delivery of housing, employment, infrastructure, open space and public areas.

Accordingly, this draft District Plan seeks to deliver several specific design-led planning outcomes, including:

- considerations for planning strategic and district centres (Section 3.4)
- design guidelines for medium density housing (Section 4.3)
- design guidelines for safe and healthy built environments (Section 4.6)
- urban agriculture, community and roof gardens for productive food systems (Section 4.6)
- integration of arts and cultural strategies, investment and actions into urban development (Section 4.7).
- support for enhanced sharing of community resources and spaces (Section 4.7)
- Aboriginal, cultural and natural heritage considerations (Section 4.8)

These areas identified above emphasise the broad range of outcomes that need to be balanced when planning for an area. Design-led planning and the design principles inform the process for considering how to balance competing objectives while delivering on the core needs of the community such as sufficient housing, affordable housing, economic activity - thus jobs. This is particularly important in the context of the three guiding principles that underpin the planning for how Greater Sydney grows as outlined in *A Plan for Growing Sydney*.

#### **Action L11: Provide design-led planning to support high quality urban design**

To provide high quality urban design, we will support the NSW Government Architect in the development and implementation of design-led planning approaches, specifically for collaboration areas and planning for centres and precincts.

#### **4.6.2 Plan for safe and healthy places**

As documented by the Heart Foundation, healthy built environments help prevent physical and mental health problems. This is achieved through the provision of functional well connected streets and public spaces, in neighbourhoods that fulfil the services and social needs of residents. Building on Action 3.3.1 of *A Plan for Growing Sydney* guidelines for the planning, design and development of a safe and healthy built environment can potentially be more effective if they are incorporated into broader considerations outlined in the Liveability Framework and the *Draft Policy on Urban Design and Architecture*.

Design-led planning of the public realm – footpaths, squares, open spaces, parks and nature strips – should result in places and streets that are safe and functional that can support people to walk or cycle rather than drive. Walkable, well-lit places and paths can provide a sense of safety for women, young children and older people, all of whom are often the first to sense that a neighbourhood is not safe – especially after dark.

Functional streets must also provide easy connections to day to day needs and transport options. Co-located schools, transport and services in mixed use areas capable of growth will improve the sustainability of these centres and their communities and will also enhance accessibility with the potential to reduce congestion.

Healthy built environments can also facilitate access to fresh seasonal food. Design-led planning for productive roof gardens, community gardens and other forms of urban agriculture can facilitate better health outcomes and greater community cohesion.

These characteristics of healthy safe environments can encourage more active lifestyles helping to reduce obesity and the rate of chronic illnesses such as diabetes and cardiovascular disease.





### **Action L12: Develop guidelines for safe and healthy built environments**

The Commission will work with the Department of Planning and Environment to develop design-led planning guidelines for developing a safe and healthy built environment.



### **Liveability Priority 4: Facilitate the delivery of safe and healthy places**

Relevant planning authorities should:

- facilitate the development of healthy and safe built environments
- consider the inclusion of planning mechanisms such as floor space bonuses to incentivise the provision of:
  - walkable neighbourhoods with good walking and cycling connections particularly to schools
  - social infrastructure such as public libraries or child care
  - urban agriculture, community and roof gardens for productive food systems.

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

### **4.6.3 Enhance walking and cycling connections**

We see better walking and cycling connections and end of trip facilities, such as lockers and showers at a workplace, as way to increase activity levels and improve health and wellbeing. This requires thoughtful planning to enable well designed footpaths and cycling facilities that link to services and transport options.

Co-location of complementary land uses such as shops, schools, child care, community and recreation facilities helps people to interact and improves the viability of public transport, walking and cycling, while also increasing activity levels and reducing congestion.

Cars are the dominant travel mode for all trip lengths within the South District. Walking has a higher mode share for short trips (less than five kilometres) with 22% of mode share. As trip length increases, there is a slight shift to using bus (4% for trips 5-10 kilometres long) and rail (18% for trips over 10 kilometres).

Cyclists are generally required to cycle for longer than 30 minutes to travel between centres within the District. The area north of the Georges River experiences strong cycling accessibility to centres, and in fact, some areas have access to more than one strategic centre within a 30-minute cycle.

Transport for NSW is developing a Walkability Tool that will help to identify areas where improvements to the walking environment can be made. The tool assesses how easy it is to access services and destinations by foot, the relative comfort of walkways along adjacent roads and how easy it is for walkers to access public transport.



Transport for NSW's *Sydney's Walking Future* and *Sydney's Cycling Future* reflect the NSW Government's commitment to working with councils to make walking and cycling more convenient, safer and enjoyable. Funded through the Walking Communities program, improvements to the walking network will help to reduce the amount of time people spend at intersections, enhance facilities for pedestrians, and encourage more people to travel on foot.

Transport for NSW is also establishing Sydney's Principal Bicycle Network. This will be made up of high quality, high priority routes that facilitate direct travel between centres. Routes will be separated from motor vehicles and connect to form a finer grain cycling network.

The priority project for the Principal Bicycle Network in the South District is the Sutherland to Cronulla Walking and Cycling Link.

Other walking and cycling projects in the South District will continue to be delivered by both Roads and Maritime Services and local councils, and will be funded under the NSW Government's walking and cycling programs. Transport for NSW and Roads and Maritime Services will continue to provide guidance to councils when making land use decisions that affect accessibility in and around centres.



**Liveability Priority 5:  
Facilitate enhanced walking and  
cycling connections**

Relevant planning authorities should facilitate enhanced walking and cycling outcomes by giving due consideration to the delivery of district and regional connections and walkable neighbourhoods.

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

## **4.7 Foster cohesive communities in the South District**

As the South District grows, we have a responsibility to create cohesive communities, each with their own sense of place. The District is a network of unique and safe places and suburbs inhabited by active communities. The South District's multicultural spirit and public events like the Bankstown Bites Food Festival and the Hurstville Lunar New Year Festival are well known across Greater Sydney and attract many visitors. The District also offers a variety of places for a night out and by using buses and rail people are able to get home safely.

Through design-led planning we will work with communities to identify the key strengths of unique places within the District, and ways to enhance these in the future. Our aim is to build on the District's strengths. We can enhance social cohesion and achieve this by protecting the heritage and local identity of the many unique neighbourhoods across the District.

By collaborating across the creative arts, business and communities we can foster cultural development and expression across the District. By protecting and enhancing existing access to natural landscapes, parks, sportsgrounds and recreation facilities we can encourage more active lifestyles. We will also enhance liveability outcomes by greater sharing of sports and community facilities across the District.

Each of these elements of cohesive communities is discussed in more detail below.



#### 4.7.1 Conserve and enhance environmental heritage including Aboriginal, European and natural

The South District's rich Aboriginal cultural and natural heritage reinforces the District's sense of place and identity. This includes items listed on the State Heritage Register such as the Heathcoate Hall and Thurlow House as well as significant Aboriginal place-listing, rock art sites and middens and conservation areas comprised of Victorian and Federation architecture.

As we manage growth across the District development must enhance and respect our heritage, protecting, conserving, restoring, and strengthening it. Design-based planning is a tool that can assist in protecting the elements of a place that are highly valued by a community. The South District's rich Aboriginal, cultural and natural heritage reinforces our sense of place and identity.

The District has a long history of Aboriginal occupation and cultural heritage which is an important component of a shared cultural fabric. We must appropriately recognise, protect and manage these assets in collaboration with relevant custodians and State agencies, as the District grows, and work with the Aboriginal community to identify and map the significant stories and cultural places in the District.

Places and items of heritage significance are protected by the *Heritage Act 1977*, the *National Parks & Wildlife Act 1974* and listed in local environmental plans for conservation. This protection can be further enhanced by the implementation of the best practice guidelines contained in the ICOMOS Burra Charter and the NSW Heritage Manual.

This heritage is expressed across the District in different places, spaces buildings and structures, including:

- Towra Point Nature Reserve on Botany Bay, a declared Aboriginal Place in recognition of its natural and spiritual significance to Aboriginal people.
- Kamay Botany Bay National Park on the Kurnell Peninsula, the site of Captain Cook's first landing, and the first meeting place of European and Aboriginal cultures.

Sites of European settlement are also evident in places such as The Old Sugarmill and Carrs Cottage and heritage structures such as the Penshurst Reservoirs and the Como Rail Bridge.

Also important to the District is biodiversity including parks and landscapes that form significant parts of the Green Grid including the Royal National Park

This draft District Plan recognises that development must be more than sympathetic to the District's heritage – it must enhance it. Our heritage offers a point of difference that fosters connected communities and local identity. Opportunities to adaptively re-use character and heritage buildings through the development process should be embraced to protect and enhance places, spaces and qualities valued by the local community.



#### **Action LI3: Conserve and enhance environmental heritage including Aboriginal, European and natural**

To support high quality urban design and healthy places, the Office of Environment and Heritage, Department of Planning and Environment, and Aboriginal Affairs will collaborate to map Aboriginal-owned lands, places of significance, local community organisations and public art and place making projects and events celebrating Aboriginal history.

Relevant planning authorities need to identify, assess, manage and protect the heritage which underpins the community's pride of place.

The Commission will work with the Office of Environment and Heritage and councils to identify and share best practice in restoration, alterations, additions and adaptation of heritage items.





**Liveability Priority 6:  
Conserve heritage and unique  
local characteristics**

Relevant planning authorities should:

- require the adaptive re-use of historic and heritage listed buildings and structures in a way that enhances and respects heritage values
- protect Aboriginal, cultural and natural heritage and places, spaces and qualities valued by the local community

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

#### 4.7.2 Support the creative arts and culture

The District is home to diverse cultural facilities both contemporary and traditional, as well as a range of small to medium and independent artists and organisations. The District's arts and culture inspire and energise residents and in turn the District's people and places influence the distinctive arts and culture developed in the District.

The South District's cultural facilities include Hazelhurst Regional Gallery and Arts Centre, the Sutherland Entertainment Centre, Hurstville Museum and Gallery, Kogarah Library and Culture Centre, Endeavour Field (Shark Park) and Jubilee Oval (Kogarah Park), together with smaller galleries, exhibition areas and public art dotted around the District.

The public domain is an important place for cultural exchange through public art, cultural programs and festivals. Many of these are organised locally and are enhanced by collaboration and partnerships across the District. Neighbourhood street fairs, festivals, fetes and community markets provide important opportunities for people of all ages and walks of life to experience and participate in arts and culture. Examples include Bankstown Bites Festival, Campsie Food Festival and Engadine Street Festival. The work of local volunteers and support organisations across the District is further evidence of a strong community spirit.

In the District arts and culture promote local identity and provide for the needs of different groups in the community. Nurturing a culture of art in everyday local places through design led planning can facilitate community cohesion and important liveability outcomes.

Arts and cultural policy, investment and actions should be well integrated into urban development. This can be achieved through planning proposals for urban renewal areas and priority precincts that enhance access to the arts in all communities and nurture a culture of art in everyday local spaces.

During the review of *A Plan for Growing Sydney* and the finalisation of the South District Plan, we will further explore, in consultation with stakeholders, how the final District Plan can provide direction on the enhancement of arts, culture and night time activities for the South District. This will assist us to work towards better access to the arts for all communities across Greater Sydney and will consider:

- the provision of community infrastructure (library/hubs) in planning for improved places
- opportunities to build the night-time economy in appropriate places – including encouraging new lifestyle and entertainment uses in Bankstown, Miranda and Sutherland; and eat streets in Campsie
- cultural diversity as a tourism attraction – Lebanese, Vietnamese, Chinese and Greek cultures in Canterbury-Bankstown and Chinese culture in Georges River Local Government Area
- cultural events such as Hurstville Lunar New Year Festival; Kogarah LIFE festival, Campsie Food Festival and Gympie Village Fair
- cultural and environmental assets such as:
  - Cronulla Beach and Esplanade, the Cook's Landing to Cape Solander Walk; Salt Pan Creek walking trail, and the Woronora Bridge Walk
  - Royal National Park, Kamay Botany Bay National Park and Heathcote National Park.





#### **Liveability Priority 7: Foster the creative arts and culture**

Relevant planning authorities should:

- integrate arts and cultural outcomes into urban development through planning proposals for urban renewal areas and priority precincts that nurture a culture of art in everyday local spaces and enhance access to the arts in all communities
- give due consideration to the inclusion of planning mechanisms that would incentivise the establishment and resourcing of creative hubs and incubators and accessible artist-run spaces.

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

#### **4.7.3 Create opportunities for more recreation and community facilities**

Adequate provision of the whole range of recreation and community facilities contributes to a liveable city. These include local and regional recreation areas, parks and natural landscapes as well as community facilities such as libraries, event spaces, community centres and community gardens.

As an example, the South District has recently benefited from the reopening of the new Campsie Library, which has been fully redesigned and refurbished to give local people access to the Library's extensive collections, as well as the latest in library services and information technology. It also includes new and improved meeting rooms, event and study facilities and great spaces for children and young people.

These facilities, usually delivered by local government, are important to people at all stages of life and should be accessible and inclusive so that people of all abilities can enjoy them.

The Heart Foundation have identified that people who are not physically active are almost twice as likely to die from coronary heart diseases as those who are. As such, increasing the level of physical activity in the community is likely to have a major impact on public health.

Our planning should focus on allowing many activities to occur in the District's recreation spaces. We also need to look at more flexible use of underutilised public spaces to ensure we meet the demand for contemporary green spaces. We need to focus on multiuse recreation areas for a range of different user groups.

Future planning and decision-making should continue to enhance access to recreation and community facilities and accommodate new and shared use of facilities as required by the existing and future local communities.



#### **Action L14: Develop a South District sport and recreation participation strategy and sport and recreation facility plan**

The Office of Sport will coordinate and support the bringing together of Councils to develop a Sport and Recreation Participation Strategy and a Sport and Recreation Facility Plan for the South District.

#### **4.7.4 Support planning for shared spaces**

Making more productive and sustainable use of existing resources is good urban governance. Given the growing and changing population of the South District to 2036, a more clearly articulated governance system for the shared use of community resources could be a game changer for Greater Sydney.

By working with State agencies and local government we can identify assets that are available for complementary community use and investment. One example of this is the opportunity for government and non-government schools to collaborate with local government to access school facilities and open space. Shared use of resources could extend to:

- schools' open space resources
- community facilities such as meeting rooms, gymnasiums or art facilities
- private open space resources such as swimming pools and golf courses
- services (waste, access, recycled water) for multiple buildings within a street frontage.



### Shared spaces: Pilot project

The Hills Shire and NSW Department of Education are collaborating on a pilot project that seeks to allow shared use of government school facilities with the broader community.

While the approach taken in The Hills Shire will not suit all communities, it is a major step forward in the process of providing better utilisation of public assets.

Across Greater Sydney this approach might provide opportunities to better integrate schools with local communities, particularly in dense urban environments where there are competing land use constraints and growing demands for access to open space and community facilities.



### Action L15: Support planning for shared spaces

To support the sharing of spaces we will:

- collaborate with State agencies, non-profit organisations, private providers and communities to identify opportunities for the shared use of community and school facilities
- support the NSW Department of Education's preparation of a joint venture template that will include the shared use of school playgrounds and other spaces
- where requested, provide strategic planning advice prior to sale regarding alternative uses of surplus government-owned land including schools.



### Liveability Priority 8: Share resources and spaces

Relevant planning authorities should consider the delivery of shared local facilities such as community hubs, cultural facilities and public libraries as multifunctional shared spaces.

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

## 4.8 Respond to people's need for services

In accordance with Action 3.1 of *A Plan for Growing Sydney*, making the District a great place to live requires the provision of the infrastructure and services that people need, from birth to the end of life. The full range of service needs must be realised including child care, schools, hospitals, health centres and aged care, as well cemeteries and crematoria.

The delivery of these services is the responsibility of many agencies and organisations that need to consider existing and future demand. This section explores our approach to supporting the planning and delivery of these services.

### 4.8.1 Education infrastructure

As of 2016, government schools in the South District accommodate more than 76,000 students representing 67% of the student population. In turn, just over 37,000 students attend non-government schools. By 2036 significant growth in the primary and secondary school aged population is expected to result in an increase in school enrolments of around 32,100 or 28% based on the current enrolments in government and non-government schools.



Table 4-4: Actual (2016) and projected (2026 and 2036)  
NSW public school students for South District

School Level	2016	2026	2036	2016-2036	Change
Government Primary	44,300	51,450	55,450	11,150	25%
Government Secondary	31,750	37,000	41,900	10,150	32%
<b>Government Subtotal</b>	<b>76,050</b>	<b>88,450</b>	<b>97,350</b>	<b>21,300</b>	<b>28%</b>
Non Government Primary	19,750	22,950	24,900	5,150	26%
Non Government Secondary	17,550	20,400	23,150	5,600	32%
Non Government Subtotal	37,300	43,350	48,100	10,800	29%
<b>Total</b>	<b>113,350</b>	<b>131,800</b>	<b>145,450</b>	<b>32,100</b>	<b>28%</b>

Source: NSW Department of Education, 2016

NSW Department of Education disclaim liability to the reliance of information in the Child, Adolescent, and Student Projections 2016. Information is correct only at the time of release and reflect the assessed observed current and retrospective trend. There is no certainty that these trends will be realised at any reported time point or geography. These projections are not targets and are made independently from Departmental policy direction.

Within the District, schools are concentrated in main population areas as illustrated in Figure 4-13 and Figure 4-14. The District’s 168 government schools are characterised with moderate utilisation rates and a low level of demountable classrooms compared to more densely populated parts of Sydney. Spare capacity exists within both primary and secondary schools with the exception of schools in Kogarah, Hurstville and parts of Canterbury.



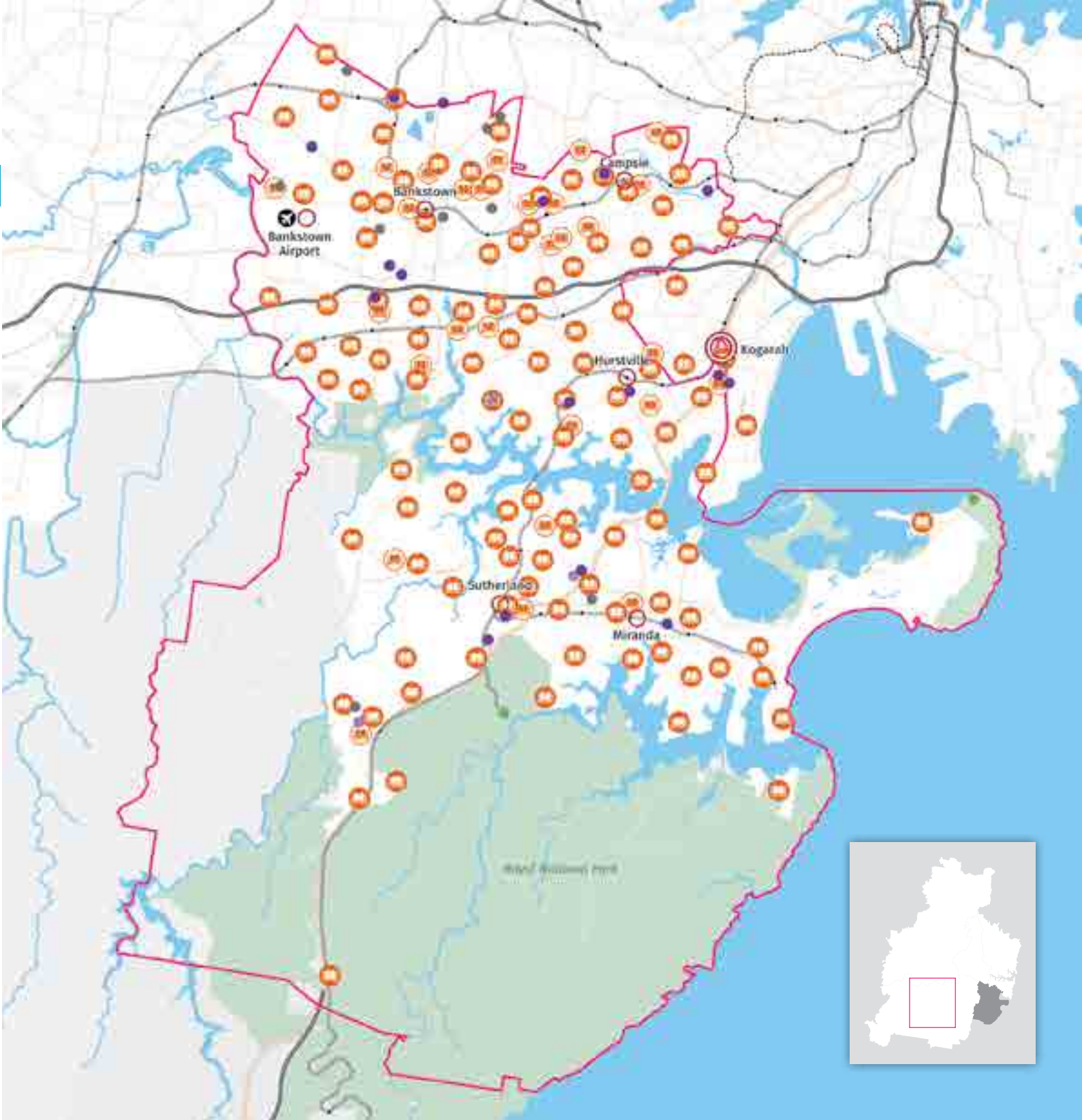


Figure 4-13: Primary schools in the South District, (2016)

	Strategic Centre		Government Environmental Education Centre		Metropolitan Rural Area		Motorway
	District Centre		Government School for Specific Purposes		National and State Parks		Highway
	District Boundary		Non-Government Special School		Waterways		Roads
	Government Primary School		Non-Government Combined School		Railway		
	Non-Government Primary School		Metropolitan Urban Area		Railway Station		

Source: NSW Department of Education, 2016



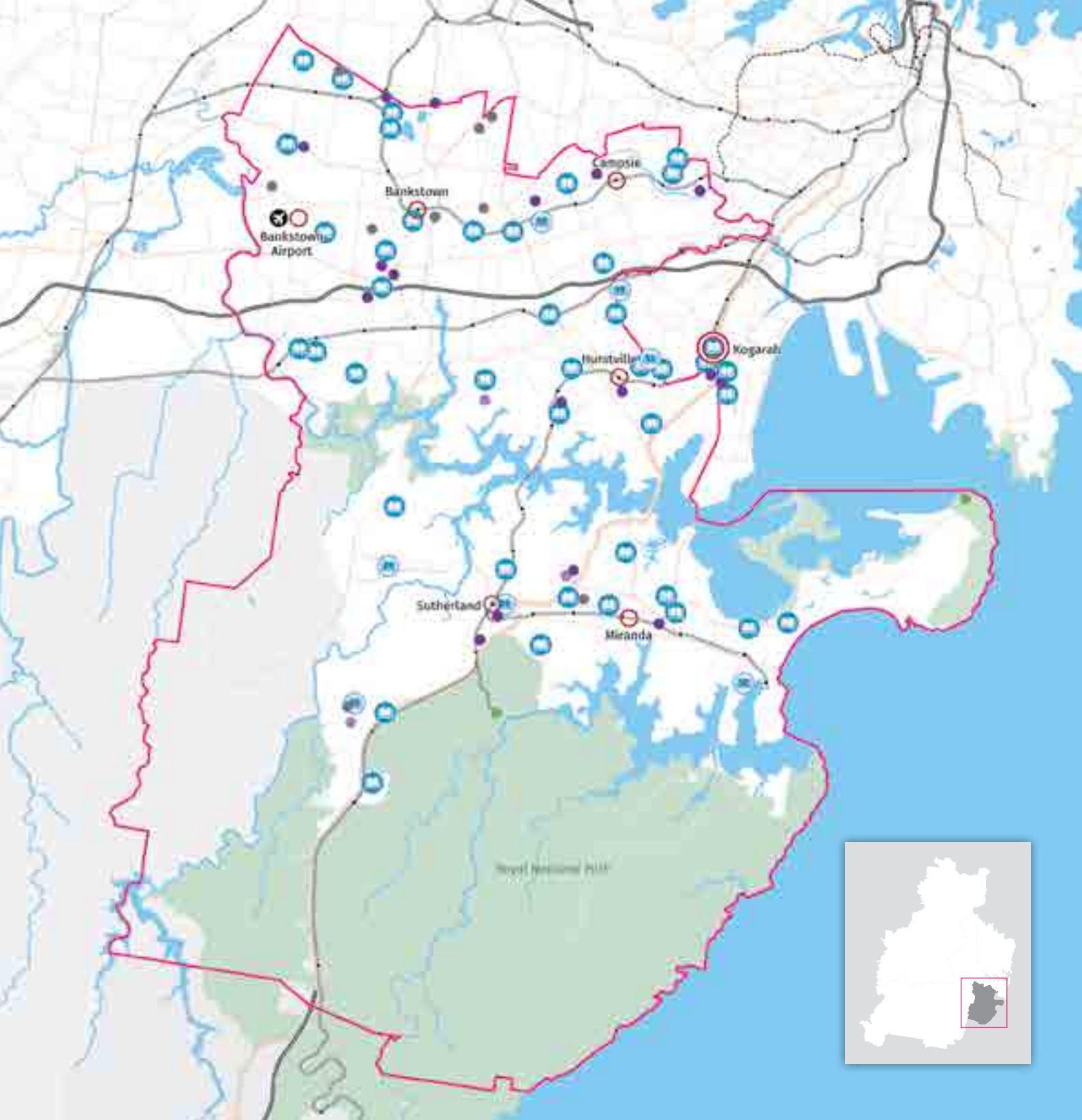


Figure 4-14: Secondary schools in the South District, (2016)

	Strategic Centre		Government Environmental Education Centre		Metropolitan Rural Area		Motorway
	District Centre		Government School for Specific Purposes		National and State Parks		Highway
	District Boundary		Non-Government Special School		Waterways		Roads
	Government Secondary Schools		Non-Government Combined School		Railway		
	Non-Government Secondary Schools		Metropolitan Urban Area		Railway Station		

Source: NSW Department of Education, 2016



Table 4-5: Count of public schools by school type and sector for South District, (2016)

School Type	NSW Public Schools	Catholic	Independent
Primary	112	35	6
Secondary	38	12	1
Combined (K-12)	1	1	13
School for Specific Purposes	15	1	4
Environmental Education Centre	2	-	-
Total	168	49	24

Source: NSW Department of Education, 2016 and Catholic Education Commission, 2016 and Association of Independent Schools of NSW, 2016

#### 4.8.2 Plan to meet the demand for school facilities

To ensure school planning meets demand requires an understanding of where the school-age population is likely to increase, stabilise or decline and, therefore, when new classrooms or schools will be needed, or where capacity will become available. Integrated school investment solutions can then be developed based on the unique characteristics of the District's communities.

There is significant increasing demand in Bankstown, Hurstville, Kogarah, Arncliffe, Campsie, Canterbury and surrounds. Existing school infrastructure will accommodate the majority of new enrolments, because most growth in the District will occur in existing areas. This will be achieved through expansion and innovative approaches to the use of land, facilities and floor space.

The Department of Education currently optimises use of its infrastructure in a number of ways including:

- the realignment of school catchment boundaries
- prioritising 'in catchment area' students
- increasing the size, amenity and functionality of existing schools
- using relocatable classrooms to manage fluctuations in enrolments.

While detailed demand for government school facilities and appropriate responses will be identified by the Department of Education, our planning must recognise that schools are critical infrastructure in growing communities. Furthermore our planning should support innovative approaches to the design and location of new and expanded school facilities.





#### **Liveability Priority 9: Support innovative school planning and delivery**

Relevant planning authorities should give due consideration to:

- innovative land use and development approaches including:
  - using travel management plans, that identify travel options, to reduce car use
  - enabling the development and construction of schools as flexible spaces, so they can facilitate shared use and change over time to meet varying community need
- the inclusion of planning mechanisms that would incentivise the
  - development of new schools as a part of good quality and appropriate mixed use developments
  - the shared use of facilities between schools and the local community including playing fields and indoor facilities, so they can meet wider community needs.

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

#### **Action L16: Support planning for school facilities**

To better support planning and decision-making across education, providers, relevant planning authorities and the Department of Planning and Environment will:

- continue to release 20-year projections of the student population in the District
- annually release a housing forecast showing where and when school catchments will be affected by growth
- monitor housing completions in new growth areas to confirm where student populations are growing
- work with NSW Property and the Department of Education to identify the strategic potential of key government sites
- support the creation of a joint forum for government and non-government school sectors to work collaboratively to plan for future growth and change.

#### **4.8.3 Plan for the provision of early education and child care facilities**

Demand for early education and child care facilities will increase in the South District given the expected 9,300 new babies and toddlers that will reside in the District by 2036. Planning for these facilities in existing communities will increasingly require innovative approaches to the use of land and floor space, including co-location of early education facilities with compatible land uses such as primary schools and office buildings.

In order to meet the increasing demand for child care and early education facilities, the Department of Planning and Education is working jointly with other government and non-government agencies to improve the quality and availability of early education and child care facilities by streamlining the planning system and aligning it to the National Quality Framework for Early Childhood Education and Care. Out of school hours child care is essential for jobs growth and consistent with the Department of Education arrangements for joint use.

#### **4.8.4 Support the provision of youth services**

The District's population is growing and its characteristics are also changing. The South District is also home to a range of cultures. While older people will make up a greater proportion of residents in the future many other sectors of the community also require social, cultural and age appropriate service provision.

The South District has considerable demand for targeted youth services and facilities. Age appropriate youth services, training and employment opportunities are important to support our youth and address issues such as mental health, homelessness, pre-employment training and job readiness in a socially appropriate manner.



#### 4.8.5 Support the Aboriginal community

Engagement with the Aboriginal community, built on trust and integrity, should be founded on a framework of self-determination and Aboriginal control, particularly in terms of the management of assets and cultural heritage, and the development of policies and strategies for economic and social opportunities.

Equity of access to appropriate whole-of-life social infrastructure can improve the Aboriginal community's health, wellbeing and economic participation. In particular, the consideration of targeted health and education services and child care and aged care services are required. Collaboration with the diverse Aboriginal communities of the District will be required to determine appropriate priorities.

Federal and State agencies are working with Aboriginal communities, local government and service providers to deliver high quality educational and health outcomes. We support the provision of appropriate local and District social infrastructure.



#### Action L17: Support the provision of culturally appropriate services

The Commission and Department of Aboriginal Affairs will establish an ongoing engagement forum with Greater Sydney's Aboriginal community in order to better inform our planning. This will include representatives from Aboriginal Land Councils, Aboriginal youth and students, and Aboriginal service providers. Together, we will prepare and agree on an engagement strategy and focus on deliverable actions that align with Aboriginal community aspirations in each district. Through this approach information can be provided to relevant planning authorities to support planning outcomes for the Aboriginal community.



#### Liveability Priority 10: Provide socially and culturally appropriate infrastructure and services

Relevant planning authorities should:

- collaborate with Federal and State agencies and service providers to integrate local and District social infrastructure for Aboriginal residents including preschools, child care and aged care services
- include appropriate planning mechanisms to incentivise the provision these services required by local communities where appropriate.

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

#### 4.8.6 Support planning for health networks

The health network encompasses the whole spectrum of health facilities and services for every segment of the community. The network includes hospitals and emergency services as well as associated surgeries, clinics, pathology and allied health providers. Co-location of businesses, education institutions and industry provides a competitive advantage. A strong health network is also a generator of local jobs.

Planning controls for health precincts and centres that allow for complementary and ancillary services such as short-term accommodation, residential aged care, childcare, specialist or allied health infrastructure will support better accessibility to services.

These services will co-locate to varying degrees in smaller centres and to a greater extent in the established health care precincts where the employment opportunities can be leveraged to improve transport networks and connectivity. For these reasons planning controls should support the creation of productive local health networks and consider the operational needs of providers.



In the South District, this includes the health services precinct at Kogarah which is an important hub of economic activity, employment and investment. Health precincts support research and development capability and provide local jobs.

#### 4.8.7 Plan for health facilities and services

The South District is served by the St George and Bankstown-Lidcombe tertiary hospitals with additional major hospitals at Sutherland and Canterbury. There are also many private hospitals including Kareena Private, Calvary Health Care, St George Private, Hurstville Private and others.

Current planning for major new and improved health infrastructure includes:

- Sutherland Hospital expansion
- St George Hospital redevelopment
- new major ambulance station at Kogarah
- community health programs such as GP clinics, medical centres and other specialist health services as administered by the Australian Government's Primary Health Networks.



#### Liveability Priority 11: Support planning for health infrastructure

Relevant planning authorities should give due consideration to the need to support the co-location of ancillary uses that complement health precincts, including:

- residential aged care facilities
- housing for health workers
- visitor and short-term accommodation
- health and medical research activities
- child care
- non-critical patient care
- commercial uses that are complementary to and service the health precinct

Consideration should also be given the protection of health precincts and super precincts from residential encroachment into key employment areas.

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



#### 4.8.8 Plan for emergency services

NSW State Emergency Services, NSW Police, NSW Ambulance, Fire & Rescue NSW and NSW Rural Fire Service all work to protect the safety of our community. Not only do they prepare for and provide assistance in times of emergency, they also build community resilience and reduce community concerns about personal safety and property security.

For all agencies, these highly mobile services need to be able to render assistance quickly and efficiently. The location of these services with a high level of transport connectivity is an essential requirement for emergency services, and needs to be considered in regional and local planning.

Early and ongoing collaboration with relevant planning authorities and communities is essential to delivering these services. The implementation of Crime Prevention Through Environmental Design principles through design-led planning is also required.

Improved reporting on housing completions and forecast supply by the Department of Planning and Environment will also support agencies to deliver services appropriately across the District. This will include improved risk profiling and an understanding of how emergency service catchments and demand will be affected by demographic change.



#### **Action L18: Support planning for emergency services**

The Department of Planning and Environment will provide demographic data and projections, to inform emergency service planning.



#### **Liveability Priority 12: Support planning for emergency services**

Relevant planning authorities must consider the operational and locational requirements of emergency services.

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

#### 4.8.9 Plan for cemeteries and crematoria

Cemeteries and crematoria are important infrastructure, as all cities require land for burial or cremation and associated facilities such as chapels, reception centres and car parking.

Contemporary facilities often incorporate gardens, bushland settings and open space areas reflecting society's changing preferences.



#### **Action L19: Support planning for cemeteries and crematoria**

To support relevant planning authorities in planning for the full spectrum of their resident's lives, Cemeteries and Crematoria NSW will provide guidance on the appropriate location and development consent conditions for new cemeteries and appropriate land use controls and zoning. Once made available this information will be shared on our website.



#### **Liveability Priority 13: Support planning for cemeteries and crematoria**

Relevant planning authorities should give consideration to the need and locational requirements of cemeteries and crematoria.

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







# 5 A Sustainable City

*"The integration of environment and development concerns and greater attention to them will lead to the fulfilment of basic needs, improved living standards for all, better protected and managed ecosystems and a safer, more prosperous future"*

*Agenda 21, 1992*

With large tranches of bushlands, national parks and reserves, the South District is home to a vast diversity of landscapes. This includes coastal headlands and cliff faces on coastal escarpments, rock platforms, ocean beaches, estuaries and river valleys, wetlands, coastal sand dune systems, the sandstone Woronora Plateau and areas of the low lying Cumberland Plain.

It is a place where urban areas meet the ocean, rivers and the bush, providing open spaces and extensive transport networks, so that people can enjoy both the benefits of living in a global city with access to a natural setting.

The Plan draws on *Our vision – Towards Greater Sydney 2056*, which sets out the strategic basis for Greater Sydney as an efficient and resilient city. It also draws on the ambitions of *A Plan for Growing Sydney's* Goal 3 for a great place to live with communities that are strong, healthy and well connected and Goal 4 for a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

This draft District Plan recognises that a metropolitan-wide approach to sustainability is needed to protect and enhance the environment. This means thinking of sustainability in terms of what is required for all of Greater Sydney and how best to then apply this thinking to protect and enhance the South District's environment.

Collaboration will be needed to protect the elements people value about the area, adapt and respond to a changing climate, build resilience to future shocks and create more efficient natural systems as the District grows. It also proposes to make Greater Sydney a net zero carbon emissions city by 2050.

This chapter outlines the sustainability priorities and actions for the South District.

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

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

The full list of sustainability priorities covered in this section is outlined below:

- enhancing the South District in its landscape
- protecting the District's waterways
- maintain and improve water quality and waterway health
- managing coastal landscapes
- protecting and enhancing biodiversity
- avoid and minimise impacts on biodiversity
- delivering Sydney's Green Grid
- align strategic planning to the vision for the Green Grid
- protect, enhance and extend the urban canopy
- improve protection of ridgelines and scenic areas
- managing the Metropolitan Rural Area
- discourage urban development in the Metropolitan Rural Area
- consider environmental, social and economic values when planning in the Metropolitan Rural Area
- provide for rural residential development while protecting the values of the Metropolitan Rural Area



- creating an efficient South District
- support opportunities for District waste management
- planning for a resilient South District
- mitigate the urban heat island effect
- integrate land use and transport planning to consider emergency evacuation needs
- use buffers to manage the impacts of rural activities on noise, odour and air quality
- assist local communities develop a coordinated understanding of natural hazards and responses that reduce risk.

#### **The Greater Sydney Sustainability Profile**

Our Greater Sydney Sustainability Profile, available at [www.greater.sydney](http://www.greater.sydney), provides maps and baseline information on the landscape and environmental characteristics of places across Greater Sydney, on flows of carbon, energy, water and waste, and on the resilience of communities across Greater Sydney to natural hazards.

It has been compiled to support the information contained in this chapter, and the reporting of information on the Greater Sydney Dashboard.

## **5.1 The South District's environment**

The northern and central parts of the South District are highly urbanised, yet suburbs are nestled around significant natural features such as the Georges River and Hacking River estuaries.

The District is renowned as the home of the Royal National Park. Proclaimed as a national park in 1879, it is the second oldest national park in the world and has been part of the lives of generations of residents of the South District. The District is also known for having the longest stretch of beach in Greater Sydney, from Cronulla to Boat Harbour, as well as its extensive native bushland and wetlands, particularly the wetlands along the Georges River, around Salt Pan Creek and Towra Point.

Many bushland areas in the South District are recognised for their environmental value and are protected in national parks, reserves and crown reserves, dedicated to environmental protection and conservation. In addition to the Royal National Park, other national parks and reserves in the South District include:

- Heathcote National Park
- Georges River National Park
- Kamay Botany Bay National Park
- Towra Point Nature Reserve
- Garrawarra State Conservation Area.

Residents of the South District have told us they enjoy living close to nature and enjoy exercising or playing sport in the District's natural areas and open spaces.

The South District is part of the larger Sydney Basin Bioregion, which is one of the most species-diverse bioregions in Australia. Most of the South District, particularly areas south of the Georges River, sits within the Cataract subregion of the Sydney Basin Bioregion. The more urbanised parts of the South District largely sit within with Pittwater and Cumberland subregions of the Sydney Basin Bioregion. At least 21 threatened ecological communities are found in the South District, including the Kurnell Dune Forest.



### The Sydney Basin Bioregion

Because biodiversity does not recognise state, district or local government planning boundaries, governments across Australia have adopted a bioregional approach to conserving and managing biodiversity in the landscape.

Bioregions are relatively large land areas characterised by broad, landscape-scale natural features and environmental processes that influence the functions of entire ecosystems. Each bioregion displays its own patterns in the landscape, ecosystem processes and fauna and flora. Within each bioregion, smaller subregions have been defined based on differences in geology, vegetation and other biophysical attributes and are the basis for determining the major regional ecosystems.

Across Australia, 85 different bioregions have been recognised, with 17 in NSW. The Sydney Basin Bioregion extends from just north of Batemans Bay to Nelson Bay, and almost as far west as Mudgee and is one of two bioregions contained wholly within the State.

As well as Sydney itself, the Sydney Basin Bioregion encompasses the towns of Wollongong, Nowra, Newcastle, Cessnock and Muswellbrook.

It includes a significant proportion of the catchments of the Hawkesbury-Nepean, Hunter and Shoalhaven river systems, all of the smaller catchments of Lake Macquarie, Lake Illawarra, Hacking, Georges and Parramatta Rivers, and smaller portions of the headwaters of the Clyde and Macquarie Rivers.

The District has several vegetation communities that have been listed as endangered, including:

- Coastal Upland Swamps in the Sydney Basin Bioregion
- Sydney Freshwater Wetlands in the Sydney Basin Bioregion
- Southern Sydney sheltered forest on transitional sandstone soils in the Sydney Basin Bioregion
- *Posidonia australis* seagrass meadows of the Manning-Hawkesbury ecoregion.

The District does face environmental challenges including the need to maintain and improve water quality, coastal erosion, conserving fragmented areas of biodiversity, the provision of open space, and managing risks from flooding and bushfires.



## 5.2 Enhancing the South District in its landscape

The District features two distinct areas: the urbanised landscape generally north of Port Hacking River; and the southern and western areas of the District which include large expanses of native vegetation, and Defence lands at Holsworthy Military Reserve and the Royal and Heathcote National Parks.

This natural landscape plays a big part in creating a sense of place, providing diverse recreation opportunities, attracting tourists and supporting local biodiversity. However, attractive landscapes such as Botany Bay, Port Hacking, Georges River and Woronora River create natural barriers to moving across and through the District.

This draft District Plan outlines our approach to enhancing the South District in its landscape by addressing four highly interconnected elements:

1. healthy waterways, which includes natural, artificial and manipulated water systems of the District, and our coastlines
2. areas of native vegetation, biodiversity and ecological communities
3. Sydney's Green Grid of parks and open spaces, which includes public areas used for sports and recreational activity, as well as public areas and streets where people connect and spend time
4. the Metropolitan Rural Area which includes rural land, the transitional land between urban and rural areas, bushland and landscapes with highly valued scenic views.

## 5.3 Protecting the District's waterways

The South District's waterways include Botany Bay, Port Hacking, the Georges River, the Woronora River and the Cooks River. The District's coastline includes popular beaches, some of which are protected within national parks. Its aquatic reserves at Boat Harbour, Towra Point and Shiprock provide protection for fish, other aquatic animals and marine vegetation. There is also an internationally recognised wetland at Towra Point Nature Reserve that supports the largest and most diverse estuarine wetland complex in NSW and provides habitat for many threatened and migratory bird species.

Waterway corridors such as the Cooks River and Salt Pan Creek corridors provide local parks and native vegetation close to urban areas in the District's north.

The NSW Government is reforming the legislative and regulatory framework for coastal management to recognise and map four types of coastal areas so that State agencies and councils can better target the way they manage these landscapes.

Our planning for the Green Grid is important in this regard, as it can give communities better connections between the land and water and better integrate management of the coast and the land. The vision for Sydney's Green Grid is addressed in section 5.6.

Greater Sydney's major waterways would benefit from clear strategic planning to guide how the waterways are protected, enhanced and enjoyed. Many waterways are managed by a range of stakeholders and we have a clear role in facilitating collaboration between stakeholders. We will explore new forms of governance arrangements for the 'Blue Grid' of waterways in this regard during the review of *A Plan for Growing Sydney* in 2017.



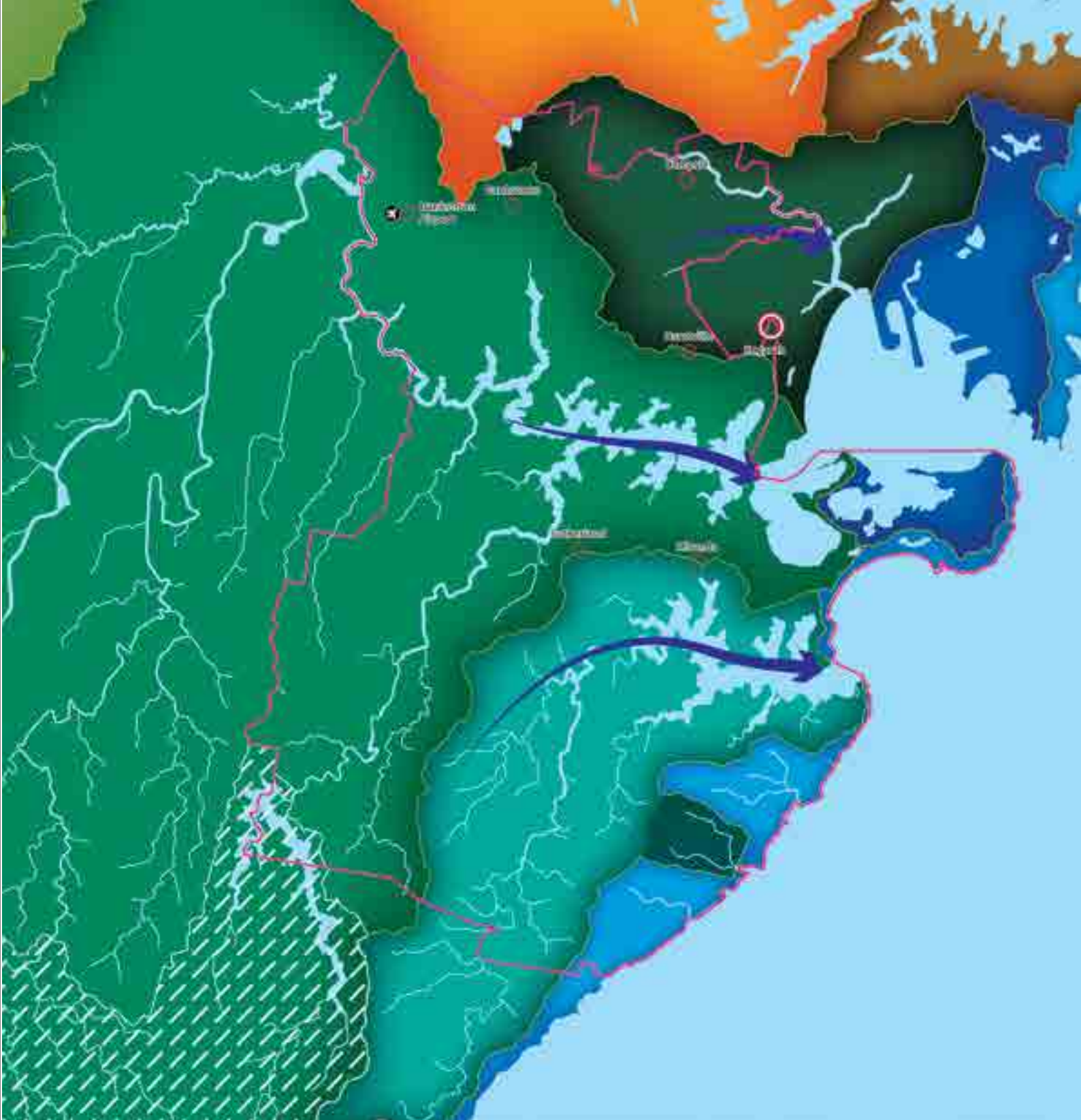















Figure 5-1: South District catchments and waterways

	Strategic Centre		Sydney Drinking Water Catchment		Port Jackson Basin		Waterway
	District Centre		Georges River Basin		Botany Bay Basin		
	District Boundary		Cooks River Basin		Wattamolla Creek Basin		
	River Flow Direction		Parramatta River Basin		Coastal Catchment		

Source: Greater Sydney Commission, 2016





### **Sustainability Priority 1: Maintain and improve water quality and waterway health**

The Office of Environment and Heritage and the Environment Protection Authority have developed a risk-based framework to assist decisions that maintain, improve or restore water quality in the strategic planning process to help meet the NSW Water Quality and River Flow Objectives.

Relevant planning authorities and managers of public land should:

- adopt the Office of Environment and Heritage and the Environment Protection Authority's framework to determine the appropriate stormwater and wastewater management targets that contribute to maintaining or improving water quality and waterway health to meet the community's values
- consider more water sensitive approaches to managing stormwater to meet the water quality and quantity targets, including harvesting and re-use of water and management of riparian corridors
- develop mechanisms to allow offsetting between sub-catchments and facilitate cost-effective opportunities to meet the management targets for whole catchments and water quality objectives for receiving waters
- while management targets are being established, ensure that the quality of stormwater and wastewater from public land and new development in established urban areas maintains or improves the health of waterways, in line with community values and expectations of how waterways will be used.



### **Action S1: Review criteria for monitoring water quality and waterway health**

State agencies and councils currently apply a range of approaches to managing the District's waterways, which often flow through more than one local government area, reducing the potential to meet water quality objectives.

For the South District, these objectives cover a range of matters including protection of aquatic ecosystems, primary and secondary recreation, the attractiveness and cleanliness of the waterways.

We will support monitoring programs that have consistent indicators and criteria that track progress towards meeting the community's environmental values and long-term goals for the waterway, set out in the NSW Water Quality and River Flow Objectives (available from <http://www.environment.nsw.gov.au/ieo/>), noting that it can help target where management actions are needed to maintain water quality across the District. As data becomes available, it will be reported annually on the Greater Sydney Dashboard (see Section 1.3.4).

The Office of Environment and Heritage will:

- recommend criteria for monitoring water quality and aquatic ecosystem health for the different waterways in the District, linked to the NSW Water Quality and River Flow Objectives and national guidelines
- collaborate with councils and other stakeholders to undertake monitoring based on the recommended criteria for each waterway type, as resources become available
- encourage complementary monitoring programs which can help fill gaps in data on water quality and ecosystem health and raise community awareness and support for the protection of waterways
- provide open access to water quality and waterway health data, through an Information Asset Register.



### **CASE STUDY: Working towards water sensitive growth**

Lake Illawarra is a popular coastal location for tourists, and supports a productive commercial and recreational fishery as well as a range of endangered ecological communities. Water quality issues in the lake are long-standing, and are still evident in some parts of the lake.

The Illawarra-Shoalhaven Regional Plan adopts the Office of Environment and Heritage and the Environment Protection Authority's framework that protects community benefits associated with the ecological health of the lake from any adverse effects of development in the catchment. The risk-based framework can be used as a strategic planning tool for assessing water quality management requirements for new development, including design of water quality strategies and infrastructure, and tailoring development controls and conditions of consent to manage the quality of water reaching Lake Illawarra.

The *Coastal Management Act 2016* directly integrates coastal management and planning requirements into local land use planning responsibilities under the *Environmental Planning and Assessment Act 1979*. Coastal management programs will be included in councils' community and strategic planning, and integrated planning and reporting under the *Local Government Act 1993*.

Coastal management programs will guide land use planning decisions so that they better reflect coastal management issues at a district level. They may be developed for the whole or any part of the coastal zone within a local government area or across the District.

The NSW Government will provide \$83.6 million across NSW from 2016 to 2021 to:

- enable the preparation of coastal management programs
- support coastal councils to implement coastal management programs
- support the delivery of state-wide science and technical advice
- review and assess programs and proposals to ensure consistency with the new coastal management framework.

## **5.4 Managing coastal landscapes**

The NSW Government is reforming the legislative and regulatory framework for coastal management. These reforms will recognise and map four types of coastal areas, allowing State agencies and councils to better target the way they manage coastal landscapes.

Wind, waves, ocean currents, storm events and shifts in climatic systems continually influence the South District's coast. Inundation and erosion from storm events are a natural process that can impact the landscape, and coastal management programs can address the impacts of coastal hazards. In the South District, the beaches along Bate Bay, from Cronulla Beach to Boat Harbour, are vulnerable to coastal hazards.



## 5.5 Protecting and enhancing biodiversity

The South District's national parks and regional parks, as well as native vegetation on privately owned land, provides habitats for threatened species and populations. The District's coastline, estuaries and waterways also provide habitat for a range of aquatic species and communities. The protection of biodiversity in the landscape provides a range of economic and social benefits, such as opportunities for tourism and recreation. For the South District to be sustainable, we need to protect and enhance biodiversity and the landscapes that underpin our social and economic wellbeing.

Established urban areas in the South District contain areas of bushland that are important for biodiversity, as well as for their contribution to the visual landscape, waterway health and other environmental processes. Many areas of urban bushland are on public land managed by local councils, while some urban bushland is found on privately owned land. We will examine opportunities to strengthen the protection of bushland in urban areas as part of the review of *A Plan for Growing Sydney* in 2017.

The protection of aquatic habitat and aquatic threatened species should also be considered in future planning for the South District. The *Fisheries Management Act 1994* contains separate offsetting measures to manage the impact of activities on aquatic habitats.

Conservation outcomes can be delivered more effectively and efficiently through strategic planning at the landscape level, rather than on a site-by-site basis. This is because strategic planning can consider opportunities to connect areas of biodiversity, the relationship between different areas and threats to natural features. Strategic planning can also consider the effects of conservation efforts across the landscape. District planning is, therefore, a vital part of the ongoing process of protecting and enhancing biodiversity in the landscape.

In 2014, the Independent Biodiversity Legislation Review Panel, as part of the review of biodiversity legislation in NSW, supported the consideration of biodiversity at the landscape scale and recommended the use of biodiversity certification, focused on proposed high-intensity development areas that also contain important environmental values.

The NSW Government has endorsed the Independent Panel's recommendations and in response, has developed a fresh approach to strategic conservation planning in Greater Sydney, with an initial emphasis on strategic environmental assessment and biodiversity certification of conservation planning in western Sydney.

For the South District, conservation planning will focus on opportunities to protect and enhance areas of valuable native vegetation close to existing national parks.

The objectives of strategic conservation planning for the South District are to:

- maintain, and where possible improve, the conservation status of threatened species and threatened ecological communities
- achieve better outcomes for biodiversity conservation than the outcomes that could have been achieved by site-by-site or project-by-project efforts
- facilitate urban growth and development in line with *A Plan for Growing Sydney* and this draft District Plan
- provide an equitable model for recognising and recovering the cost of biodiversity impacts from urban growth and development
- reduce the potential for land use conflict
- reduce the cost and timeframes for development approvals, including approvals for infrastructure.



The Commission supports this strategic approach to protecting biodiversity in the South District. This complements the delivery of Sydney's Green Grid (see section 5.6). The Commission also supports the use of local knowledge and expertise to identify fine-grain opportunities to connect and enhance smaller pockets of biodiversity in the landscape.



**Sustainability Priority 2:  
Avoid and minimise impacts on  
biodiversity**

Efforts to protect biodiversity values should be based on avoiding and minimising adverse impacts to biodiversity, as far as practicable. Only when impacts cannot be avoided or minimised should consideration be given to offsetting those impacts.



**Action S2: Update  
information on areas of high  
environmental value**

Detailed information on areas of high environmental value is available from sources including the Office of Environment and Heritage and councils. High quality vegetation mapping is available for most of Greater Sydney. Where necessary, data and mapping will be ground-truthed to improve its accuracy and effort will be directed towards surveys that fill any information gaps.

The Department of Planning and Environment and the Office of Environment and Heritage will:

- work with councils to update map data layers on areas of high environmental value as new information becomes available
- continue to make data on areas of high environmental value available to relevant planning authorities and the public.

**Biodiversity offsets to protect biodiversity**

The NSW Government has introduced a biodiversity offsets scheme to help address the loss of biodiversity values, including threatened species, due to habitat degradation and loss.

Biodiversity offsets are a market-based scheme that provides a streamlined biodiversity assessment process for development, a rigorous and credible offsetting scheme as well as an opportunity for rural landowners to generate income by managing land for conservation.

'Biodiversity credits' can be generated by landowners and developers who commit to enhance and protect biodiversity on their land. These credits can then be sold, generating funds for the management of the site. Credits can be used to offset the loss of biodiversity that might occur as a result of development. The credits can also be sold to those seeking to invest in conservation outcomes, including philanthropic organisations and government.



## 5.6 Delivering Sydney's Green Grid

*A Plan for Growing Sydney* identified the opportunity to create Sydney's Green Grid, and noted that delivering a city-wide Green Grid would promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve the resilience of Greater Sydney.

This draft District Plan builds on the concept of Sydney's Green Grid. We see the Green Grid as a major legacy for future generations.

We have developed a long-term vision for Sydney's Green Grid with an appreciation of Greater Sydney's landscape and recognition of its diversity of elements and connections, including the Blue Grid of beaches, estuaries and waterways that shape the patterns of the District's development, the variety of parks and open spaces and connections to bushland, from local pockets of native vegetation to the Royal National Park. Our detailed report, which outlines the conceptual approach behind Sydney's Green Grid is available in our background papers at [www.greater.sydney](http://www.greater.sydney).

By recognising the different ways people use open space now and into the future, and by planning open space as a Green Grid, there are more opportunities to provide:

- **Amenity:** Open space, in particular less formal open spaces such as bushland or natural waterways, which can influence a place's character, with biodiversity and waterways having an intrinsic value that must be recognised when planning at a wider scale.
- **Activity:** With a growing population, more people will require access to more parks and sporting grounds for organised sport and recreation.
- **Accessibility:** These places need to be connected through networks of streets, places and other public areas in ways that make it easier to walk or cycle.

Our objectives for Sydney's Green Grid are for a highly connected and diverse network that:

- increases access to open space
- promotes good health and active living
- creates new high quality public areas and places
- makes the urban environment more green
- enhances green spaces
- promotes green skills in bushland and waterway care and restoration
- improves access to sport and recreation
- delivers better tools for future open space planning.

Different types of open space serve different purposes. The Sydney Open Space Audit, available at [www.greater.sydney](http://www.greater.sydney), has categorised open space as either regional open space, district open space or local open space. Regional open space has a region-wide catchment, serving communities across Greater Sydney. District open space serves a number of neighbourhoods or suburbs, with a catchment that often extends across local government area boundaries.

Open space makes up 42% of the South District and of this open space, 87% is regional open space. Bushland makes up almost 37% of the South District. Most regional open space is protected in the District's south and east in national parks and reserves. Other large areas of regional open space in the District follow the creek system and steep sandstone valleys, providing a bushland network close to where people live, and a buffer between areas of urban development. This means that all South District homes are within five kilometres of regional open space.

Our long-term vision for Sydney's Green Grid in the South District is shown on Figure 5-2. We have identified three Green Grid projects for the South District. These are shown on Figure 5-2.









Figure 5-2: South District open space and Green Grid

	Strategic Centre		Waterways		Highway
	District Centre		National and State Parks		Priority Projects
	District Boundary		Railway		Projects Important to District
	Urban Area		Railway Station		Green Grid Opportunities
	Metropolitan Rural Area		Motorway		



### Priority Green Grid Projects

#### 1 Cooks River Open Space Corridor

Will become a regionally significant parkland corridor, with improved water quality and high quality open spaces that link to Strathfield, Sydney Olympic Park, Campsie, Canterbury, Dulwich Hill, Marrickville and Wolli Creek. This is a priority project for the South and Central Districts.

#### 2 Wolli Creek Regional Park and Bardwell Valley Parkland

Straddles the boundary of the South and Central Districts and will provide open space for recreation, walking and cycling trails, connected patches of ecologically significant vegetation and improved water quality and stormwater management. It will also connect to other Green Grid projects and is a priority Green Grid project for both Districts.

#### 3 Salt Pan Creek Open Space Corridor

Contains important ecological communities, mangroves, wetlands, recreational facilities and walking and cycling trails on both sides of the creek. The project aims to strengthen the connection between Bankstown CBD and Salt Pan Creek, improve trails and recreational opportunities, and improve bridge crossings and connections to Bankstown, Punchbowl, Riverwood, Padstow, Peakhurst and Lugarno.

### Other important projects to deliver Sydney's Green Grid in the District

#### 4 The Coastal Walk: Botany Bay Foreshores

Delivering major missing links between Taren Point Bridge and Shell Point to connect to an open space corridor across Taren Point Bridge and onward to the eastern and northern shores of Botany Bay.

#### 5 Illawarra Rail Line Corridor: Kogarah to Sutherland

Integrating walking and cycling paths with open spaces, green urban areas and stormwater treatment along the excess rail easement lands and parallel local streets and centres along the rail line including Kogarah, Hurstville and Sutherland.

#### 6 Bankstown to Sydenham Open Space Corridor

Integrating low levels of existing active open space by transforming surplus rail easement land and wide local streets that run parallel to the rail line into a multi-purpose public open space corridor connecting Cooks River, Wolli Creek Regional Park, The Greenway and Salt Pan Creek Open Space Corridor.

#### 7 The Coastal Walk: Kurnell to the Royal National Park

Using Cronulla as a starting point for a cluster of projects that connects to Kamay Botany Bay National Park and Bonna Point Reserve. The Boat Harbour site and the beach to the south west are important missing links in the coastal walk from Kurnell to Cronulla.

#### 8 Georges River Parklands

Enhancing ecological, hydrological and recreational areas for the District and connecting the parklands to protect and enhance threatened ecological communities, improve water quality and stormwater treatment, improve access to the river and parklands and create a continuous walking and cycling trail.

#### 9 Kia'Mia Way River Foreshores Walk

Creating linked foreshore access from Menai and Woronora to the Georges River along Still Creek, Woronora River and Mill Creek.





**Sustainability Priority 3:  
Align strategic planning to the  
vision for the Green Grid**

Consistent with Action 3.2.1 of *A Plan for Growing Sydney*, relevant planning authorities should consider opportunities to support the delivery of the South District Green Grid. This could include how land use zones can be applied, how new development controls are written, or where voluntary planning agreements and agreements for dual use of open space and recreational facilities could contribute to delivering the Green Grid.

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

Trees in the urban environment provide many benefits. A green canopy provides shade to reduce the ambient temperature at ground level, provides habitat for biodiversity and enhances the look of the urban landscape. Trees in the urban environment also provide benefits by removing fine particles from the air and improving air quality. This is particularly important along busy road corridors. Some councils in Greater Sydney have already mapped areas at the greatest risk of becoming urban heat islands and are using this information to prioritise planting of shade trees to adapt and respond to a changing climate. The *Draft Climate Change Fund Strategic Plan* includes an action to increase tree canopy coverage in heat exposed suburbs.



**Sustainability Priority 4:  
Protect, enhance and extend the  
urban canopy**

When making strategic plans, relevant planning authorities should consider tree canopy cover in land release and established urban areas, with a focus on providing shade to streets.

Councils should include green cover and shade tree planting along major transport corridors in local infrastructure investment planning, development control and urban design.

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

Across Greater Sydney, communities have developed an appreciation of visual beauty and scenic landscapes. Scenic landscapes are often associated with particular environmental attributes; however, they are also valued for social and economic reasons, as they can provide communities with a sense of identity, preserve links to Aboriginal and colonial era heritage and culture, and provide opportunities for tourism and recreation.

As the South District grows, it will become more important to map and recognise the importance of these scenic landscapes and to develop planning and design approaches to respect and protect them.





#### **Sustainability Priority 5: Improve protection of ridgelines and scenic areas**

The scenic qualities of landscapes are already recognised and considered in some areas of Greater Sydney, as part of the strategic planning and development process.

All councils should identify and map areas with high scenic value and develop strategies, planning and development controls that protect important scenic landscapes and vistas of them. Planning and development controls should prohibit opportunities for development on ridgelines that would diminish their scenic quality.

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



#### **Action S4: Develop support tools and methodologies for local open space planning**

As the South District grows, demand for open space and recreation areas will increase. There may also be increased demand for different types of open space to meet changing community needs.

The Commission will provide local councils with a toolkit of resources and a consistent methodology that will help councils plan for the active recreation and open space needs of their communities. The toolkit will recognise the widely varying contexts that influence opportunities to provide open space across Greater Sydney.



#### **Action S5: Update the Urban Green Cover in NSW Technical Guidelines to respond to solar access to roofs**

The *Urban Green Cover in NSW Technical Guidelines* were developed to increase resilience to urban heat island impacts and help communities prepare for the impacts of climate change. The Guidelines cover vegetation, as well as permeable and reflective surfaces to minimise local temperatures and encourage evaporation from soil and plants. In the vegetation section, these guidelines identify issues that councils should consider when selecting trees such as tolerance to air and water pollution, drought or waterlogging, wind tunnelling, overshadowing and reduced sunlight, as well as lifespan and the location of underground and overhead services.

The Office of Environment and Heritage and the Department of Planning and Environment, through their participation in the Low Carbon Living Cooperative Research Centre, will review the *Urban Green Cover in NSW Technical Guidelines* to investigate taking solar access to roofs into consideration. This will mean trees selected to increase canopy cover do not overshadow roofs that have the potential to accommodate solar hot water systems and solar panels.



#### **Action S3: Use funding programs to deliver the South District Green Grid priorities**

Consistent with Action 3.2.1 in *A Plan for Growing Sydney*, councils have a leading role in delivering the South District Green Grid priorities through their planning and investment in open space. Funding programs managed by the NSW Government can be used to extend and enhance open space as part of the Green Grid. These are:

- **Metropolitan Greenspace Program:** matches funding contributions from councils to improve open spaces for recreational purposes and to create links between bushland, parks, waterways and centres.
- **Environmental Trust grants programs:** funds projects that rehabilitate or regenerate the environment, or promote environmental education and sustainability.
- **Sydney's Walking Future and Sydney's Cycling Future programs:** aim to improve walking and cycling connections.

We encourage councils to apply for funding through these programs to deliver the South District Green Grid priorities. We will also oversee the distribution of Metropolitan Greenspace Program grants.



## 5.6 Managing the Metropolitan Rural Area

A *Plan for Growing Sydney* adopted the term Metropolitan Rural Area to describe the non-urban areas at the periphery of Greater Sydney. It is important to recognise that a significant proportion of this area's bushland is in public ownership in the form of national parks.

The Metropolitan Rural Area has a range of environmental, social and economic values, including scenic landscapes, habitat and biodiversity, mineral and energy resources, water supply catchments, tourism, heritage and cultural assets and areas of productive agriculture.

It also supports small rural villages and areas of low intensity rural-residential development, providing opportunities for people to live in a rural setting, including in Waterfall, Bundeena and Maianbar.

In the South District, Sutherland Shire is the only local government area which has parts of the Metropolitan Rural Area. Almost all of this is publicly owned land, including national parks and reserves and the Holsworthy Defence Lands.

More than 90% of the Metropolitan Rural Area within the South District is publicly owned land, and a large proportion of publicly owned land is protected for conservation purposes. Figure 5-3 below shows the different types of uses on privately owned land in the South District's portion of the Metropolitan Rural Area, and highlights how little is actively used for agriculture.

Our approach to the challenges facing the Metropolitan Rural Area is similar to Greater Sydney as a whole – that is, to recognise the pressures as a dynamic force that can be harnessed and redirected to achieve social, economic and environmental benefits.

The interaction of these competing interests, the variation in landscape and patterns of activity are complex and varies across the Metropolitan Rural Area. It is not a matter of planning to avoid tensions between activities – these activities are already interspersed – it is instead a challenge to manage these interactions and develop approaches to distribute costs and benefits equitably, in the context of clearly defined outcomes.

Mapping the range of environmental, social and economic values has been completed as part of a report on considerations for district planning in the Metropolitan Rural Area; however, mapping and understanding the range of values can only provide a basis for more place-based or locality-specific approach to strategic planning that recognises the complexity of these areas. This will take time and require consultation due to the varying expectations of existing landowners and the public interest.

Figure 5-3: South District Metropolitan Rural Area - land uses on privately owned land.



Source: Greater Sydney Commission Adapted from the Rural Metropolitan Area Framework Study, AgEcon Plus 2016.



Despite the variation across the Metropolitan Rural Area, common tensions that will need to be resolved on a locality-by-locality basis include:

- biodiversity and ecosystem services on private land and the need to conserve and maintain them
- the value of land for agricultural production being less than the value from having access to, and being part of, the metropolitan area
- the impact of intensive agricultural production on adjoining properties
- pressures on the profitability and competitiveness of particular agricultural activities due to both national and global restructuring of agricultural production.

There are mineral resources in the South District. The extraction of construction materials such as sand, clay and gravel is a part of the overall supply of construction materials which supports growth and urban development across Greater Sydney.

*Sydney Regional Environmental Plan No.9 – Extractive Industry* sets out the NSW Government's approach to identifying and facilitating the development of extractive resources in Greater Sydney and the Central Coast. These types of mineral extractive industries used for construction are not subject to the Strategic Release Framework (available from <http://www.resourcesandenergy.nsw.gov.au>), which is directed to coal and petroleum (including coal seam gas) exploration.

There are coal exploration licences in the South District, generally west of the Woronora River, linked to the District's coal and coal seam gas resources.

The NSW Government provides information on existing and potential future mineral and energy resource operations across Greater Sydney, such as in the Minerals Resource Audit, and this information can be found at the Common Ground website at [www.commonground.nsw.gov.au](http://www.commonground.nsw.gov.au).

Potential exists for land use conflicts. NSW Government has policy and legislative tools to support the sustainable development of mineral and energy resources whilst protecting the environment, agricultural lands, health of communities and facilitating growth in housing and employment. These policy and legislative tools include:

- phased land uses commensurate with development phases of a mineral (including extractive) and energy resource industry
- *Environmental Planning and Assessment Act 1979*
- *Protection of the Environment Operations Act 1997*
- *Mining Act 1992 and Petroleum (Onshore) Act 1991*
- *State Environmental Planning Policy (Mining Petroleum Production and Extractive Industries) 2007*
- Land Use Conflict Risk Assessment Guide
- Preliminary Regional Issues Assessment for Potential Coal and Petroleum Exploration Release Areas.



The Metropolitan Rural Area will continue to play a significant role in the conservation of environmental heritage and the promotion of sustainable tourism and recreation. Rural landscapes also provide opportunities for housing in rural towns and villages. People have raised concerns about the loss of agriculture land to urban uses and the need to support productive agriculture.

*A Plan for Growing Sydney* recommends a strategic framework and criteria to assist decision-making in the Metropolitan Rural Area. In line with Action 4.1.2 of *A Plan for Growing Sydney*, we have mapped and analysed overlapping multiple activities and Metropolitan Rural Area values for each district. A conclusion of this work is that given the complexity and variation across the area, a design-led response is likely to be more appropriate and effective than relying on generic criteria for managing the multiple interests and values, activities and conflicts that vary from locality to locality.

Design-led planning is a proactive, consultative planning process that identifies a desired outcome for a specific area, based on its characteristics, future opportunities and community values, as well as potential pathways to reach this outcome (see Section 4.6.1). This is a more holistic and integrated approach than a criteria response, which in this case manages growth and change on a site by site or project by project basis, applying a set of criteria to weigh up the benefits or costs of each project.



**Sustainability Priority 6:  
Discourage urban development  
in the Metropolitan Rural Area**

Urban development in the Metropolitan Rural Area is not consistent with the protection of existing values in the area. Conversion of land to urban residential development is not necessary in the short to medium term given the supply of land for housing in other parts of Greater Sydney, and conversion of rural land to suburban development does not form part of the housing targets that have been defined for the District or individual local government areas.

In general, urban development in the Metropolitan Rural Area will not be supported unless the relevant planning authority has undertaken strategic planning in accordance with Sustainability Priorities 7 and 8.

Relevant planning authorities should not support planning proposals affecting land currently within a RU (rural) or E (environmental) zone unless:

- these are in areas identified in a regional plan or a district plan as urban investigation areas
- these also form part of, or are identified as a result of strategic planning in accordance with Sustainability Priorities 7 and 8





**Sustainability Priority 7:  
Consider environmental, social  
and economic values when  
planning for the Metropolitan  
Rural Area**

In planning for the Metropolitan Rural Area, the relevant planning authority should undertake its own review of land use activities in the context of environmental, economic and social values, and consider our research regarding the multiple values and activities in their District to better understand how they are operating, the range of uses operating within them, their interdependencies, key constraints and opportunities to their effective operation and evolution.

On this basis, when planning for the Metropolitan Rural Area in the South District, relevant planning authorities should consider how to:

- provide greater certainty with regards to built form outcomes in and around villages
- articulate the different landscape and heritage values and character of rural areas, with different planning and development controls
- clarify the future for rural lands to prevent speculation and protect against encroachment
- conserve Aboriginal cultural heritage
- promote land uses that are compatible with operations on the Military Reserve, the Lucas Heights Resource Recovery Park and the Australian Nuclear Science and Technology Organisation facility at Lucas Heights.







**Sustainability Priority 8: Provide for rural residential development while protecting the values of the Metropolitan Rural Area**

Rural landscapes provide opportunities for housing in rural towns and villages, as well as rural residential living that is already dispersed throughout the Metropolitan Rural Area. Any plans to expand rural towns and villages must first consider how these places fit in the landscape and how their valued characteristics can be protected and extended sympathetically in order to optimise their cultural and economic potential. This will involve analysis of the key characteristics of these towns and villages as part of a design-led approach.

Consideration of further subdivision for rural residential development should be approached in a similar way, with careful consideration of siting, impacts and potential to improve and ensure ongoing maintenance of biodiversity, ecological, scenic and productive values.

Relevant planning authorities should adopt a design-led approach to planning for localities that:

- considers siting and design principles for rural residential development that conserves the values identified in the report on considerations for district planning in the Metropolitan Rural Area
- considers restrictions on additional rural residential development that may be affected by existing or future rural and agricultural activity
- considers setbacks and defines appropriate buffers for rural activities
- investigates and develops innovative approaches to conserve and manage biodiversity, habitat and scenic landscapes.

Councils should liaise with the Commission to develop design-led approaches for the Metropolitan Rural Area and in the first instance use the design approaches outlined in the NSW Government's draft Architecture and Urban Design Policy, *Better Placed* (October 2016).

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



## 5.8 Creating an efficient South District

Increasing a city's efficiency reduces impacts on the environment and the city's carbon footprint while increasing productivity. This means progressive reduction in carbon emissions, potable water use, and waste. It also means upgrading the District's grey grid of ageing infrastructure with a focus on urban renewal areas and precincts. Incorporating water sensitive urban design measures as areas develop will help vegetation growth and protect waterways. Maximising local water recycling and the potential for stormwater harvesting can create opportunities for greening public open spaces including parks, ovals and school playgrounds.

The NSW Government has a number of policies that aim to improve energy and resource efficiency and reduce greenhouse gas emissions. These include:

- NSW Climate Change Policy Framework
- *Draft Climate Change Fund Strategic Plan*
- *NSW Government Resource Efficiency Policy*
- *Waste Avoidance and Resource Recovery Strategy 2014-21*
- *Metropolitan Water Plan*.

Improving resource efficiency is critical to reducing greenhouse gas emission reductions to meet the NSW Government's target of net zero carbon emissions by 2050, in line with Australia's international commitments to combat climate change. The Commission's ambition is to make Greater Sydney a net zero carbon emission city by 2050.

Making more efficient use of water, energy, fuels and materials and improving the management of waste and recycling will help Greater Sydney become more sustainable. Using water, energy and resources more efficiently will also help minimise risks from potential future rises in the costs of energy.

### The NSW Climate Change Policy Framework

In December 2015, Australia and 194 other countries agreed on the United Nations Paris Agreement on climate change. The key objectives of the Paris Agreement include:

- a goal to limit the increase in global temperatures to well below 2°C and pursue efforts to limit the rise to 1.5°C
- a commitment to achieve net-zero emissions globally, by the second half of the century.

The NSW Government endorses the Paris Agreement, and has released the NSW Climate Change Policy Framework, outlining how NSW will take action that is consistent with Australia's commitment to the Paris Agreement.

The NSW Climate Change Policy Framework sets out two aspirational objectives for the State; to achieve net zero emissions by 2050; and to be more resilient to a changing climate. These long-term objectives aim to attract investment in renewable energy and energy efficiency, guide public and private sector decision-making, and help make NSW Government policy consistent with national and international policy on climate change.

To implement the NSW Climate Change Policy Framework, the NSW Government has prepared the *Draft Climate Change Fund Strategic Plan*, which sets out priority investment areas and potential actions using \$500 million of new funding from the \$1.4 billion Climate Change Fund over the period from 2017 to 2022, to help NSW make the transition to a net-zero emissions future and adapt to a changing climate.



### 5.8.1 Waste management

Waste management infrastructure across Greater Sydney is largely managed and owned by the private sector. A challenge for the South District is the future provision and management of waste services as the population grows and densities increase. The District has a network of waste transfer stations, community recycling centres, e-waste drop-off sites and council run depots; however, it will require more community recycling centres, waste transfer or smaller aggregation points/depots and facilities that residents can use to drop off unwanted bulky household waste.

There is a landfill facility in Lucas Heights, and the District also sends waste to a landfill facility at Eastern Creek (in the West Central District). At current input rates, these two landfills could close within the next four years.

By mid-2017, waste from some parts of the District will be transported to the Banksmeadow Transfer Terminal to transport waste via train to the Woodlawn Mechanical Biological Treatment Facility.

Some councils in the District are interested in opportunities to divert their waste from landfill and increase resource recovery by treating separated organics and then processing the residual through an energy from waste facility. We support these innovations.

As well as the processing and treatment needs arising from increased population, the District's planning will need to efficiently manage waste collection that will come from a growing number of medium and high rise residential buildings. In high density neighbourhoods, there may be opportunities to improve the efficiency of waste collection services by introducing innovative precinct-based waste collection and management or ways to avoid impacts on liveability, street amenity, traffic and access.



#### Sustainability Priority 9: Support opportunities for District waste management

When making plans, relevant planning authorities should:

- use appropriate land use zones to minimise the potential for conflict with the operation and expansion of existing waste facilities
- protect precincts that have functioning waste management facilities from encroachment by residential and other sensitive development
- consider ways to encourage design measures such as fully enclosing waste facilities to minimise dust, odours and noise impacts to mitigate the risks and potential impacts on surrounding communities.

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



#### Action S6: Identify land for future waste reuse and recycling

As the South District grows, the need to manage waste will grow. In the longer term, existing waste management facilities may not have the capacity to accommodate the growth in waste. The Commission will consider opportunities to convert waste to energy and deal with household waste in innovative ways in the South District.

In accordance with Action 4.3.2 of *A Plan for Growing Sydney*, the Environment Protection Authority and the Department of Planning and Environment, in collaboration with councils, will identify additional land for waste management reuse and recycling and how and where precinct-based waste collection services could operate within Greater Sydney.



### 5.8.2 Energy and water

Making more efficient use of energy and water is a cost effective way to reduce carbon emissions, reduce pressure on waterways and ecosystems and reduce costs. The NSW Government has released *A Draft Plan to Save NSW Energy and Money*, as part of the NSW Climate Change Policy Framework. Steps to reduce greenhouse gas emissions will rely on action taken at the local and district scale, as well as national and international efforts. Monitoring the use of energy and water can help guide and support targeted measures to make the South District more efficient and sustainable.

We will report annually on carbon emissions across Greater Sydney on the Greater Sydney Dashboard in accordance with the C40 (Carbon Disclosure Protocol) requirements. Access to data will help support the identification of targeted and cost-effective initiatives to help meet the NSW target of net zero carbon emissions by 2050.

We will also report on a range of environmental measures in line with Action IM2 above (see Section 1.3.4)

Adopting a place-based approach and identifying Collaboration Areas such as Kogarah enables us to plan for improved environmental performance. This could also improve the ability to:

- renew and replace inefficient infrastructure (greening the infrastructure 'grey-grid')
- organise utilities, car parking, amenities, open space, urban green cover and public spaces
- apply and further develop successful approaches from other areas of Greater Sydney.



#### **Action S7: Embed the NSW Climate Change Policy Framework into local planning decisions**

We will work with councils, the Office of Environment and Heritage and other State agencies to see how best to implement the NSW Climate Change Policy Framework across Greater Sydney. We will identify which actions in the *Draft Climate Change Fund Strategic Plan* could be delivered in partnership with State agencies and councils to improve energy efficiency, reduce emissions and improve environmental performance.



#### **Action S8: Support the development of initiatives for a sustainable low carbon future**

When identifying areas that are likely to undergo significant change, such as Kogarah, relevant planning authorities should identify areas that have the potential to become low carbon – high environmental efficiency areas.

Our goal is to enable progressive reduction in carbon emissions potable water use and waste and to upgrade the District's ageing infrastructure, with a focus in the first instance, on NSW Government-led urban renewal areas, priority precincts and Priority Growth Areas.





**Action S9: Support the development of environmental performance targets and benchmarks**

Improving the energy and water efficiency of buildings, and reducing waste in urban renewal projects and infrastructure projects have a wide range of benefits, including reduced greenhouse gas emissions, reduced costs associated with energy use, and greater appeal to building owners and tenants.

Adopting innovative transport technologies, such as electric vehicles, can also help make the South District more sustainable and efficient. Electric vehicles also have other benefits, such as lower levels of noise and air pollution that can be particularly valuable in densely-settled urban areas.

The Commission, in partnership with the NSW Climate Council, the Australian Government, State agencies and utility providers, will investigate ways to define environmental performance targets and benchmarks for areas and projects, and implementation measures to help reach these targets. This will include consideration of the potential growth in use of electric vehicles and options for standardised approaches to charging locations for electric vehicles.

We will also consider ways to move towards greater sharing of open source data to support better environmental performance.

## 5.9 Planning for a resilient South District

*Urban resilience is “the capacity of individuals, communities, institutions, businesses and systems within a city to survive, adapt and thrive no matter what kinds of chronic stresses and acute shock they experience”.*

*100 Resilient Cities project*

The South District's coastline, waterways and bushland contribute to its character and lifestyle. The interface of urban areas and activities with the natural landscape can bring risks including coastal inundation and erosion (including lagoons and creeks), flooding and bushfires. Impacts from natural hazards have the potential to increase as the climate changes, requiring adaptive responses.

The NSW Government has a number of policies and programs that aim to make NSW more resilient to natural hazards and a changing climate. As well as the NSW Climate Change Policy Framework and the Draft Climate Change Fund Strategic Plan, AdaptNSW, the NSW and ACT Regional Climate Change Model and a number of other climate change adaptation programs are in place.



### Sydney's resilience challenge and 100 Resilient Cities

Around the world, leading cities are examining the challenge of urban resilience and exploring ways to become more resilient. **100 Resilient Cities** is an international project developed by the Rockefeller Foundation, dedicated to helping cities around the world become more resilient to the physical, social and economic challenges that are a growing part of the 21st Century.

Cities in the 100 Resilient Cities network are provided with resources, including financial and logistical guidance, expert support, and access to a global network of cities, to develop a roadmap to resilience. Work is underway to develop a resilience strategy for Greater Sydney.

Greater Sydney's participation in the 100 Resilient Cities network is being led by the *City of Sydney*. We support the Resilient Sydney office - hosted by the City of Sydney - to develop a resilience strategy for Greater Sydney.

The most significant natural hazards and acute shocks in the South District include bushfire, flooding, extreme heat and coastal erosion and inundation. These natural phenomena will be exacerbated by climate change.

AdaptNSW is a Government-led approach to understanding climate change to better manage risk and take actions to adapt. Greater Sydney projections to 2030 are:

- **Rain:** Average annual rainfall is expected to increase by +1.7% in the Sydney Basin. Rainfall is projected to increase during autumn (+9.7%) with the largest increase seen on the northern edge of Greater Sydney. Rainfall is projected to reduce in spring (-2.6%) and marginally in summer (-0.2%).
- **Bushfire:** The Forest Fire Danger Index (FFDI) quantifies bushfire weather conditions, combining observations of temperature, humidity and wind speed. Fire weather is classified as severe when the FFDI is above 50. Severe fire weather is projected to have a slight increase in summer months to 2030. Decreases are projected during autumn and across the Greater Sydney in spring. A reduction during autumn is likely due to increases in rainfall.
- **Heat:** Hot days, measured by the number of days a year with a maximum temperature over 35°C, are projected to increase by an average of four days per year by 2030. There is little change to hot days expected along coastal districts.
- **Cold:** Changes in cold nights, measured by minimum temperature (less than 2°C) can have considerable impacts on native ecosystems and agricultural crops reliant on cold winters. There are no changes expected along coastal districts, including the South District.



Planning law in NSW requires new development on bushfire prone land to comply with the provisions of the NSW Rural Fire Service's *Planning for Bush Fire Protection 2006*.

Placing development in hazardous areas or increasing housing density in areas with limited evacuation options increases risk to people and property from bushfire. Designing neighbourhoods to minimise the perimeter of land that interfaces with the hazardous areas can also reduce risks.

Although clearing vegetation around developments on bushfire prone land can help reduce risks from bushfire, clearing must be balanced against the protection of bushland and its ecological processes and systems.

The Rural Fire Service will continue to require that new development complies with the requirements set out in *Planning for Bush Fire Protection 2006*.

Managing flooding is an important priority for communities across Greater Sydney. All local government areas in the South District are exposed to some flood threat, whether from major rivers or local overland flow. Damage caused by flooding can be significant.

In NSW, councils have responsibility for managing flood risk, including the development of flood studies and floodplain risk management studies. The NSW Government provides councils with technical, financial and policy assistance in floodplain risk management. The NSW Government has also prepared the *Floodplain Development Manual 2005* to guide local planning for development on flood liable land.

Compared to many cities around the world, Greater Sydney enjoys excellent air quality, which enhances our reputation as a sustainable and liveable city. However, the combined effect of air circulation patterns in the Sydney Basin, local topography, and proximity to sources of different sources of air pollution such as wood-fire smoke, can lead to localised air quality issues. We will examine options to improve air quality as part of the review of *A Plan for Growing Sydney* in 2017.

Transport movements along major road and rail corridors generate noise and are a source of air pollution. The degree of noise or air pollution can be related to the volume of traffic and the level of truck and bus movements. There are controls in place in the *State Environmental Planning Policy (Infrastructure) 2007* to assist in reducing the health impacts of rail and road noise and adverse air quality on sensitive adjacent development.

Reducing particle pollution is a priority for the South District community as exposure can be particularly harmful to human health. The national standard for particle pollution has been exceeded in Greater Sydney for up to 11 days per year in the last decade and the fine particle standard has been exceeded for up to 14 days per year. These events are often associated with extreme events such as bushfires and dust storms.

We support public transport, walking and cycling, and electric vehicles as opportunities to reduce air pollution, and will collaborate with the Office of Environment and Heritage and other agencies and utilities to report annually on air quality across Greater Sydney through the Greater Sydney Dashboard.





**Sustainability Priority 10:  
Mitigate the urban heat island  
effect**

Relevant planning authorities should consider where the urban heat island effect is experienced, and the location of vulnerable communities and use strategic plans to reduce impacts from extreme heat.

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



**Sustainability Priority 11:  
Integrate land use and transport  
planning to consider emergency  
evacuation needs**

Relevant planning authorities should coordinate with Transport for NSW and the State Emergency Service to consider land use and local road planning, so that it is integrated with emergency evacuation planning and takes into account the cumulative impact of growth on road evacuation capacity.

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



**Sustainability Priority 12:  
Use buffers to manage the  
impacts of rural activities on  
noise, odour and air quality**

When preparing strategic plans, relevant planning authorities will:

- work with the Environment Protection Authority, the Department of Primary Industries and councils to identify approaches (that may include buffers) for agriculture and primary industry activities to manage land use conflict
- use strategic plans to prevent or limit development in areas that would be in conflict with agriculture and primary industry
- protect agriculture and primary industry activities from encroachment by residential and other sensitive development.

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



**Sustainability Priority 13:  
Assist local communities develop  
a coordinated understanding of  
natural hazards and responses  
that reduce risk**

We will continue to adopt a range of tools, resources and implement actions with the NSW Government and local councils to adapt to climate change and reduce risks to public and private assets. We will also explore ways to coordinate, improve and communicate information about risks associated with climate change to local communities.





**Action S10: Incorporate the mitigation of the urban heat island effect into planning for urban renewal projects and Priority Growth Areas**

Air temperatures in Greater Sydney are expected to increase due to climate change and increasing urbanisation, though less so in coastal areas of the South District. The highly urbanised parts of the South District can increase localised heat even more. Nevertheless, increasing the tree canopy is an important priority for the South District that can help reduce the impact of the urban heat island effect. The Office of Environment and Heritage has mapped areas where extreme heat is experienced and where it is likely to increase with climate change. These maps can be viewed at [www.climatechange.environment.nsw.gov.au](http://www.climatechange.environment.nsw.gov.au).

The Department of Planning and Environment will consider ways to reduce the impact of the urban heat island effect in its planning for priority urban renewal precincts and corridors, and in the new Development Code for Priority Growth Areas across Greater Sydney.



**Action S11: Review the guidelines for air quality and noise measures for development near rail corridors and busy roads**

The Department of Planning and Environment will work with other NSW Government agencies to review the *State Environmental Planning Policy (Infrastructure) 2007* and update the *Development Near Rail Corridors and Busy Roads—Interim Guideline* (Department of Planning 2008) to include contemporary air quality and noise information. This will include an analysis of likely rail corridor and road vehicle movement patterns in 2036 to provide an understanding of where air quality and noise issues need to be mapped into the future.

The Environment Protection Authority, in collaboration with the Department of Planning and Environment and stakeholders, will develop principles for reducing emissions and exposure to air pollution, for use by relevant planning authorities, which can then be considered when preparing strategic plans and development decisions across Greater Sydney.



**Action S12: Identify and map potential high impact areas for noise and air pollution**

Across the South District, the Environment Protection Authority and local councils already provide a framework for the operation of potentially hazardous activities and manage any impacts on air quality and noise.

The Environment Protection Authority will work with the Department of Planning and Environment and local councils to identify and map buffers around industries that have been granted a licence to pollute. Buffers will vary based on the level of risk and impacts on the surrounding community.





Term	Draft District Plan definition
Central City	The metropolis of three cities includes the developing Central City, which is anchored by Greater Parramatta and the Olympic Peninsula (GPOP) in West Central District and the strategic centres of Blacktown (also associated with Western City), Norwest, Macquarie Park (also associated with Eastern City) and Rhodes.
Collaboration Area	A Collaboration Area is a designated place where a significant productivity, liveability or sustainability outcome can be better achieved through the collaboration of different levels of government and in some cases the private sector or landowners. It is also a place where the Commission will seek to lead or be a major player in facilitating the collaboration.
District centres	<p>District centres play a significant district role due to the presence of one or more of the following characteristics:</p> <ul style="list-style-type: none"> <li>• the scale of retail activity, generally over 50,000m<sup>2</sup> of floor space</li> <li>• the presence of health and education facilities that serve the district and the local community</li> <li>• the level of transport services</li> </ul> <p>District centres also generally have between 5,000 to 10,000 jobs.</p>
Eastern City	The metropolis of three cities includes the established Eastern City, which spans the North, Central and South Districts and the strategic centres of Northern Beaches Hospital, Macquarie Park (also associated with Central City), Chatswood, St Leonards, North Sydney, Sydney City, Randwick Health and Education, Green Square-Mascot, Sydney Airport, Port Botany and Kogarah.
Employment Lands Development Program	The Employment Lands Development Program provides information on planning for employment lands and business parks across metropolitan Sydney and is administered by the Department of Planning and Environment. The Program produces an annual report on the supply of and demand for employment lands.
Greater Parramatta	Greater Parramatta includes Parramatta City, and the precincts of Westmead, Parramatta North, Rydalmere and Camellia.
Greater Parramatta and the Olympic Peninsula (GPOP)	Greater Parramatta and the Olympic Peninsula (GPOP) is the first Collaboration Area of the Commission. GPOP spans 13 kilometres east-west from Strathfield to Westmead and seven kilometres north-south from Carlingford to Lidcombe and Granville and includes the strategic centres of Greater Parramatta and Sydney Olympic Park. The Parramatta River flows east through the heart of GPOP and the planned Parramatta Light Rail forms the GPOP spine.
Greater Sydney	Greater Sydney is defined as the 33 local government areas of Bayside, Blacktown, Blue Mountains, Burwood, Camden, Campbelltown, Canada Bay, Canterbury-Bankstown, Cumberland, Fairfield, Georges River, Hawkesbury, Hornsby, Hunters Hill, Inner West, Ku-ring-gai, Lane Cove, Liverpool, Mosman, Northern Beaches, North Sydney, Parramatta, Penrith, Randwick, Ryde, Strathfield, Sutherland, The City of Sydney, The Hills, Waverley, Willoughby, Wollondilly and Wollahra.



Term	Draft District Plan definition
Greater Sydney Dashboard	The Greater Sydney Dashboard will be an interactive web-based tool that will provide access to indicators for cross-District issues such as jobs and housing targets to assist decision-making. It will be used to gain insights from our collaborations and build on evidence already commissioned by various State agencies and councils. The Dashboard will also include a data store to assist decision-making and strategic planning.
Global Sydney	Global Sydney is the combination of the Western, Central and Eastern Cities.
Gross Domestic Product	Gross Domestic Product (GDP) is a measure of the size of a country's economy and productivity defined as the market value of all final goods and services produced in a country within a given period of time. (Source: Regional Development Australia, Sydney Metropolitan Region Economic Baseline Assessment Update, Final, July, 2013)
Gross Value Added	Gross Value Added is the measure of the value of goods and services in a particular area.
Health and education jobs	Health and education job categories are: Education; Health Care; and Social Assistance based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.
Health and education super precincts	Health and education super precincts are important locations for knowledge-intensive jobs, innovation and service delivery. They contain Greater Sydney's most important higher education and specialist health institutions and are assets that create significant opportunity to drive economic prosperity and social wellbeing.
Housing market areas	Greater Sydney's 18 housing market areas are based on research by the City Futures Research Centre at the University of New South Wales that identified that approximately 82% of all household moves made in Greater Sydney are within 15 kilometres of their previous home.
Industrial jobs	Industrial job categories are: Agriculture, Forestry and Fishing; Mining; Manufacturing; Electricity, Gas, Water and Waste Services; Wholesale Trade; and Transport, Postal and Warehousing based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.
Knowledge-intensive jobs	Knowledge-intensive job categories are: Information, Media and Telecommunications; Financial and Insurance Services; Rental, Hiring and Real Estate Services; Professional, Scientific and Technical Services; and Public Administration and Safety based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.
Local centres	Local centres vary in size from a few shops on a corner to a vibrant main street. They are on a smaller scale than district centres and generally serve the local population.
Local Environmental Plan	A Local Environmental Plan (LEP) is a statutory spatial plan which comprises planning controls that are typically the main mechanism for determining the type and amount of development that can occur on a parcel of land. In the Greater Sydney Region, LEPs can be made by the Minister for Planning or the Greater Sydney Commission.



Term	Draft District Plan definition
Metropolitan Rural Area	The Metropolitan Rural Area is the non-urban area within the Greater Sydney Region. It includes rural towns and villages, farmland, floodplains, national parks and areas of wilderness. Rural towns and villages are distinct from urban areas in that they provide mainly for local growth needs, as distinct from the needs of the broader Greater Sydney Region. The Metropolitan Rural Area creates a rural and bushland backdrop to Sydney and will be managed to balance local growth needs with environmental protection, resource management, agriculture, tourism and culture, research activity, military uses and community safety.
Parramatta City	Parramatta City covers the central business district of Parramatta.
Planning controls	The combination of land use zones and development standards that control the use and built form of development. Development standards may limit height, density, set back from the road or property boundary and lot size for development or subdivision.
Priority Growth Areas	Areas of Greater Sydney identified by the NSW Government as major greenfield development areas. Information about Priority Growth Areas is available on the Department of Planning and Environment's website.
Priority Precincts	Priority Precincts are areas that the Minister for Planning considers have a wider social, economic or environmental significance for the community or have redevelopment potential on a scale that is important in implementing the State's planning objectives. Priority Precincts are envisaged as larger areas, usually made up of multiple land holdings, capable of delivering significant additional growth and requiring coordination from State and local government to realise their potential.
Population serving jobs	Population serving job categories are: Retail Trade; Accommodation and Food Services; Arts and Recreation Services; Construction; and Other Services based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.
State Environmental Planning Policy	A State Environmental Planning Policy is a statutory plan, typically prepared by the Department of Planning and Environment and endorsed by the Minister for Planning. It can be a spatial plan for particular land in NSW, and/or it can set policy which applies to particular land or all land in NSW.
Strategic centres	<p>Strategic centres have one or more of the following characteristics:</p> <ul style="list-style-type: none"> <li>• a higher proportion of knowledge-economy jobs, principally relating to the presence of major hospitals, tertiary education institutions, stand-alone office development or a combination of these</li> <li>• the presence of existing or proposed major transport gateways</li> <li>• a major role in supporting the increased economic activity of the Eastern, Central or Western Cities.</li> </ul> <p>Strategic centres also tend to have over 20,000 jobs:</p>
Sydney City	Sydney City includes the contiguous areas of Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, The Bays Precinct, Camperdown-Ultimo Health and Education, Central to Eveleigh, Surry Hills and Sydney East.



Term	Draft District Plan definition
Transport gateways	Transport gateways are locations with major ports or airports, and their surrounding precincts. They perform an essential and ongoing role to connect Sydney with locations across Australia and the world. Transport gateways are vital to Sydney's prosperity and often support large concentrations of complementary business activity and employment.
Urban Feasibility Model	The Urban Feasibility Model is a strategic planning tool developed by the Department of Planning and Environment which calculates the potential of an investigation area to deliver housing, based on planning and development controls and economic feasibility, framed by development costs and the local housing market.
Western City	The metropolis of three cities includes the emerging Western City focused on the proposed Western Sydney Airport. The Western City will encompass the West and South West Districts and include the strategic centres of Penrith, Liverpool, Campbelltown-Macarthur and Blacktown (also associated with Central City).



## Copyright

This draft district plan was prepared by the Greater Sydney Commission. It contains information, data, documents, pages and images ("the material") prepared by the Greater Sydney Commission (the Commission).

The material is subject to copyright under the Copyright Act 1968 (Cth), and it is owned by the State of New South Wales through the Commission. The Commission encourages the availability, dissemination and exchange of public information. You may copy, distribute, display, download and otherwise freely deal with the material for any purpose, on the condition that you include the copyright notice "© State of New South Wales through the Greater Sydney Commission" on all uses.

You must, however, obtain permission from the Commission if you wish to:

- charge others for access to the work (other than at cost)
- include all or part of the work in advertising or a product for sale, or modify the work.

To obtain such permission, please contact us at: [info@gsc.nsw.gov.au](mailto:info@gsc.nsw.gov.au).

You may publish the material to another website, however if you publish an entire document or publication, we prefer you to make a direct link to the Commission's website to ensure that the latest version is always displayed.

This permission does not extend to copyright in the materials on the Commission's website that are owned by others.

## Disclaimer

The Commission cannot and does not make any claim as to the accuracy, authenticity, currency, completeness, reliability or suitability of any material supplied by third parties or linked to third party sites. The Commission will not accept liability for any loss, damage, cost or expense that you may incur as a result of the use of or reliance upon the material in the draft district plan or any linked sites. Please also note the material may change without notice and you should use the current material from the Commission's website and not rely on material previously printed or stored by you.



