

**Greater Sydney**  
Commission

# Draft North District Plan

Co-creating a Greater Sydney

November 2016





# How to be involved

This draft District Plan sets out aspirations and proposals for Greater Sydney's North District, which includes the local government areas of Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Northern Beaches, Mosman, North Sydney, Ryde and Willoughby. 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:

- via [www.greater.sydney](http://www.greater.sydney)
- **by email:**  
[engagement@gsc.nsw.gov.au](mailto:engagement@gsc.nsw.gov.au)
- **by post:**  
Greater Sydney Commission  
Draft North District Plan  
PO Box 257,  
Parramatta NSW 2124

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

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

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

## Draft North District Plan Exhibition



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

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## Chief Commissioner's Foreword

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On behalf of the Commissioners and staff of the Greater Sydney Commission, I acknowledge the traditional owners of the lands that include the North 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 a vision for growth and development in the North District. It will form the overarching strategy for all future planning in the area.

The draft District Plan recognises what we have heard to date – particularly that the District has outstanding natural attributes and a way of life that is distinct from other areas of Greater Sydney. We know that over the next 20 years, changes in our social make up – such as the expected increase in people in the over 65 and especially the over 85 age brackets – will require specific planning in terms of housing and social infrastructure.

To have wonderful beaches and bushland on the edges of a thriving and growing district with exciting centres gives this District an enviable mix. Now we want to know how we can build on these assets, and current major infrastructure investment, as the District's population grows and how we can deal with the difficult questions and conflicts that may arise.

Everyone benefits when there is more clarity on our city's approach and better guidance on what we should be prioritising. 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 the collective energy.

This draft District Plan is an important step in setting a vision for growth and development in the North District and Greater Sydney. I thank everyone from the community, industry, councils, government and other stakeholder groups who have contributed so far in developing this draft District Plan for public comment.

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**I encourage all stakeholders with an interest in the North District to take the time to review and provide feedback on this draft District Plan. Your suggestions, comments and opinions will be critical in making this draft District Plan a living, working document to guide the North District's future.**

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**Lucy Hughes Turnbull AO**  
Chief Commissioner





## District Commissioner's Foreword

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The North District is one of the loveliest areas of Sydney and Australia.

It offers outstanding beaches and bushland, from the coastline suburbs between Manly to Palm Beach, to leafy areas such as Lane Cove, Wahroonga and Beecroft. People access important day to day services and jobs at thriving centres such as Macquarie Park, Chatswood and North Sydney. Precious heritage areas such as Crows Nest, Castlecrag and Hunters Hill give us an insight into the District's past.

Many people want to enjoy this lifestyle, and they know they can do this in the North District while also living within reach of a diversity of world-leading workplaces. This means our population is changing and increasing. We're well aware that we'll have a higher proportion of people over 65 and over 85 in the District in 20 years, which means we have to plan now for the health care and living arrangements people need as they get older. At the other end of the spectrum, some parts of the District are booming in terms of young families, and we need to plan for child care and education places as a result.

We also know many people struggle with congestion and while we will benefit from road and rail investments such as Sydney Metro and NorthConnex, I want us to work together to provide easy and attractive access to local places, including walking or safely cycling to more areas. This includes better connections to public transport, and access to schools, shops and workplaces as well as our District's bushland and waterways.

This draft District Plan is part of a concerted conversation between all of us who live and work here about how we can come together to create the kind of North District we aspire to. I'm eager for as many people as possible to get involved. This conversation will continue throughout the coming months as we finalise this draft District Plan and it's an important first formal step in helping to shape the decisions that will drive the District's future.

**Deborah Dearing**  
North District Commissioner









# Our vision – North District 2036

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

**The North District comprises geographically diverse, economically strong and environmentally aware communities who value and embrace progress, the local landscape and a great quality of life.**

The North District is a unique place in Greater Sydney, where bush meets beach meets city.

Strong, sustainable planning will guide and create a 20-year model to deliver a thriving modern economy co-existing within beautiful natural landscapes. The North District's expansive national parks, natural waterways and beaches, and its vibrant, connected and productive centres, will interact to create opportunity and amenity.

This is particularly important for a district that is changing. The North District's population will grow significantly and its make-up will change as the overall population becomes older. To meet these challenges, the District will need to offer more housing choices from freestanding homes to more compact housing choices. It will also need to offer residential aged care and housing for people with a disability as well as supporting health and social infrastructure.

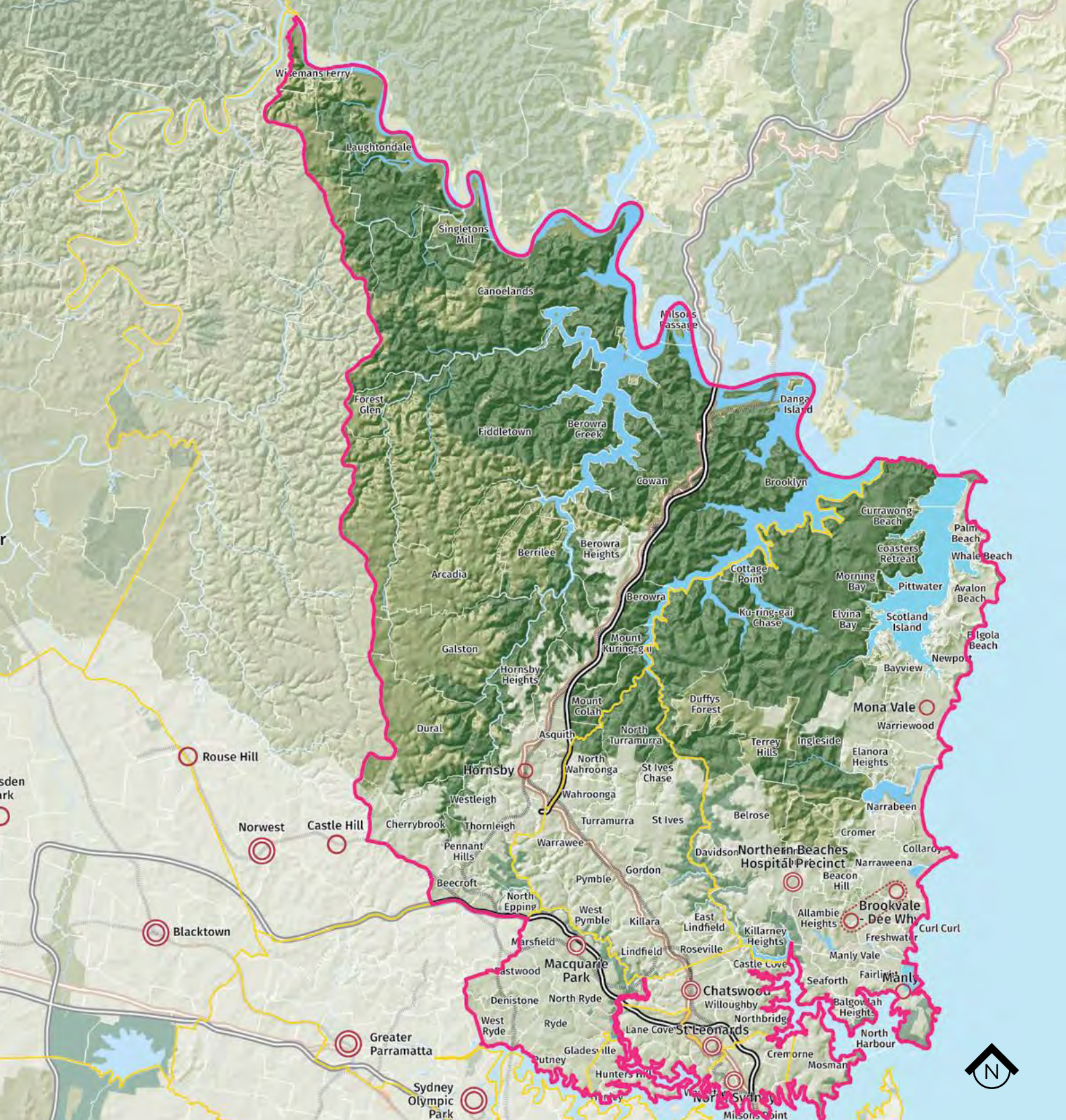
The North District will enjoy improved physical and economic links to major centres across Greater Sydney, including a new Sydney Metro service to Sydney CBD, and better internal connections to link residents with jobs and services. Centres and urban precincts will grow around major infrastructure and essential urban services.

These new developments will attract new businesses and services that will deliver more jobs and diversity across a range of industries, including a thriving tourism sector. Better connections will reduce the commute time to work, and allow people living in the District's communities to live closer to great places for shopping, lively main streets, sporting facilities and some of the best that nature has to offer.

Community facilities, open space and cultural facilities will be available to all, linked by more public transport options and safe walking and cycling routes, while the District's many memorable heritage places and streets and expansive Aboriginal history will be carefully protected and enhanced.

To make living in the District more affordable, new housing will offer a diversity of type, tenure and price points. Collaborative planning across government will make sure that as the population grows, all residents have access to parks, schools and public transport. The diverse character and identity of the North District's local areas will be respected and enhanced.





The North District

	Strategic Centre		Local Government Area (LGA) Boundary		Suburb and Boundary		Highway
	District Centre		National Parks and Reserves		Railway		Motorway
	District Boundary		Waterways				



## North 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

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

## Productivity priorities and actions

The proposed priorities and actions for a productive North District focus on the District's major centres as generators of jobs growth and diversity. Our planning will realise opportunities to leverage health, education and knowledge clusters and prioritise investment and detailed land use planning around the Northern Beaches Hospital, St. Leonards and Macquarie Park, while investment in transport will provide better access to a greater choice of jobs closer to where people live. The overarching priorities are:

- Managing employment and urban services land
- Planning for job target ranges in strategic and district centres
- Optimising the productivity benefits of Sydney Metro to create new smart jobs in strategic centres

- Prioritising Northern Beaches Hospital as catalyst for a new centre
- Accessing a greater number of metropolitan jobs and centres within 30 minutes
- Accessing local jobs, goods and services within 30 minutes
- Coordinating freight activities with land use planning
- Growing the tourism economy.

## Productivity actions

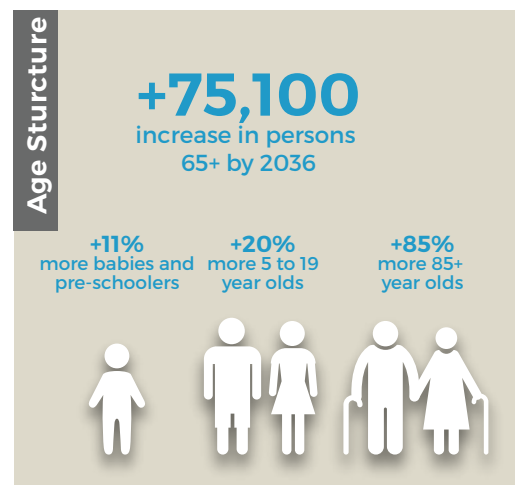
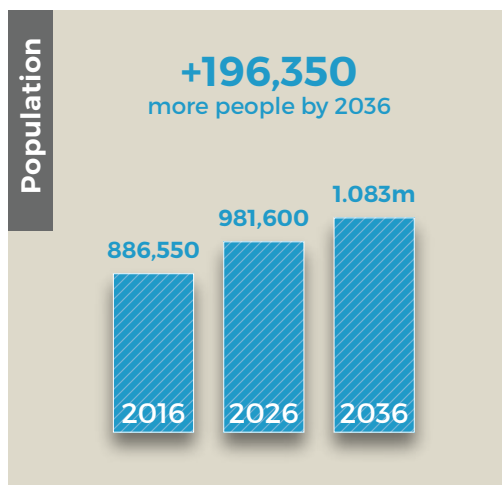
Action	Outcome	Lead agency	Partners
P1: Develop better understanding of the value and operation of employment and urban services land	Increase in total jobs	GSC	Councils
P2: Develop and implement an economic development strategy for the Eastern City	Increase in total jobs and increase in health and education and knowledge and professional services jobs	DoI	GSC, Jobs for NSW, AA
P3: Create a sense of place, grow jobs and diversify activity in Macquarie Park	Increase in total jobs and increase in health and education and knowledge and professional services jobs	GSC, DPE, Council	Stakeholders, State agencies, industry
P4: Facilitate place making and the growth and diversification of job opportunities in St Leonards	Increase in total jobs and increase in health and education and knowledge and professional services jobs	DPE, Councils	GSC
P5: Coordinate planning and infrastructure delivery in the Northern Beaches Hospital Collaboration Area	Increase in total jobs and increase in health and education and knowledge and professional services jobs	GSC	NSW Health, other State agencies, Council
P6: Grow and manage the visitor economy within the District	Increase visitation	GSC	Destination NSW, Councils



## Liveability priorities and actions

The proposed priorities and actions for a liveable North District draw on the District's open spaces, bushland and beaches, its mix of neighbourhoods and housing types, and its many heritage areas. The District will provide a greater diversity of housing in the future, near to transport and the District's many centres, and further enrich its many communities through design-led planning. The overarching priorities are:

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



**Liveability actions**

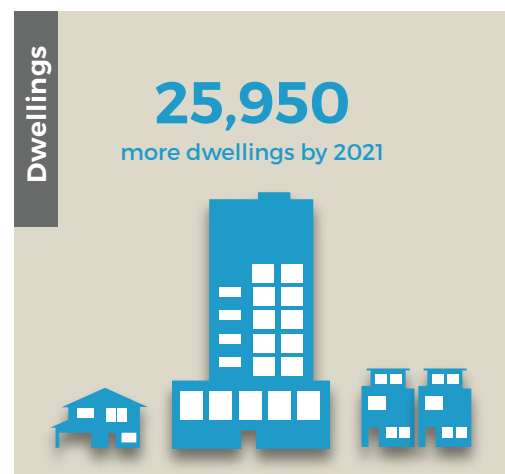
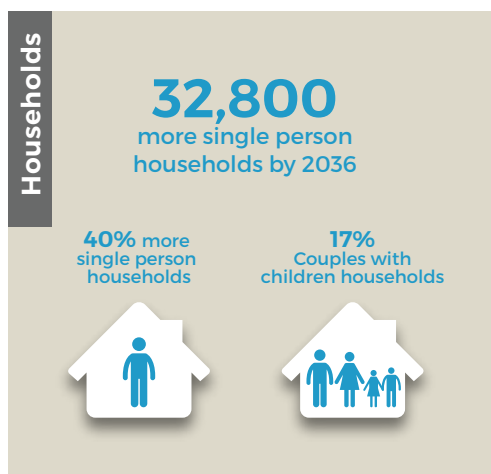
Action	Outcome	Lead agency	Partners
L1: Prepare local housing strategies	Increase in diversity of housing choice	Councils	
L2: Identify the opportunities to create the capacity to deliver 20-year strategic housing supply targets	Creation of housing capacity	GSC	Councils, DPE
L3: Councils to increase housing capacity across the District	Creation of housing capacity and increase in diversity of housing choice	Councils	
L4: Encourage housing diversity	Increase in diversity of housing choice	DPE	
L5: Independently assess need and viability	Increase in affordable rental housing	GSC	Industry CHPs, DPE
L6: Support councils to achieve additional affordable housing	Increase in affordable housing	GSC	Councils, DPE
L7: Provide guidance on Affordable Rental Housing Targets	Increase in affordable rental housing	GSC	DPE, Councils, State agencies, CHPs
L8: Undertake broad approaches to facilitate affordable housing	Increase in affordable housing	GSC	Councils, Industry CHPs
L9: Coordinate infrastructure planning and delivery for growing communities	Change in industry perceptions (surveyed)	GSC	DPE
L10: Provide data and projections on population and dwellings for local government areas across Greater Sydney	Contribute to more informed infrastructure investment decisions, strategic planning and plan making	DPE	
L11: Provide design-led planning to support high quality urban design	Contribute to improved sustainability, productivity and liveability outcomes	OGA	GSC
L12: Develop guidelines for safe and healthy built environments	Contribute to improved health outcomes and increased walking and cycling	GSC	DPE
L13: Conserve and enhance environmental heritage including Aboriginal, European and natural	Identification and protection of heritage elements	OEH, DPE, AA	GSC, Councils
L14: Develop a North 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 with the Aboriginal community	GSC, AA	
L18: Support planning for emergency services	Contribute to improved decision making for emergency services operators	DPE	
L19: Support planning for cemeteries and crematoria	Improved decision making for new and existing cemeteries and crematoria	CCNSW	



## Sustainability priorities and actions (Chapter 5)

The proposed priorities and actions for a sustainable North District acknowledge the District's diversity of landscapes – from busy urban areas, to the productive Metropolitan Rural Area, beachside suburbs and neighbourhoods ringed by bushland. As the District grows, it will build its efficiency and resilience, while enhancing its landscapes, waterways and biodiversity. The overarching priorities are:

- Enhancing the North 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 North District
- Planning for a resilient North 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 North 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 improved environmental performance	GSC	Councils, OEH
S8: Support the development of initiatives for a sustainable low carbon future	Contribute to energy efficiency, reduced emissions and improved 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 mitigation of the urban heat island effect into planning for urban renewal projects and Priority Growth Areas	Contribute to reductions in ambient temperatures	DPE	
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	EPA	Environment Protection Authority
CCNSW	Cemeteries and Crematoria NSW	GAO	Government Architect's Office
CHP	Community Housing Providers	GSC	Greater Sydney Commission
DEC	Department of Education	OEH	Office of Environment and Heritage
DoI	Department of Industry	TfNSW	Transport for NSW
DPE	Department of Planning and Environment		











# 1 Introduction

**This draft District Plan proposes a 20-year vision for the North District, which includes the Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Northern Beaches, Mosman, North Sydney, Ryde and Willoughby local government areas. It has been developed by the Greater Sydney Commission in consultation with State agencies and the community and with technical input from councils.**

The North District is in a unique position in Greater Sydney, with several important centres that offer a diversity of jobs and industries, nestled within a landscape of waterways, bushland and beaches. Investment in new transport and the Northern Beaches Hospital will provide greater opportunities for the people who live and work here.

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

## **#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 North 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 the Greater Sydney's growing population, where people will live and what kinds 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.

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.

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

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

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

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

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

*County of Cumberland Plan, 1948*

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

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

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



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

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

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

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

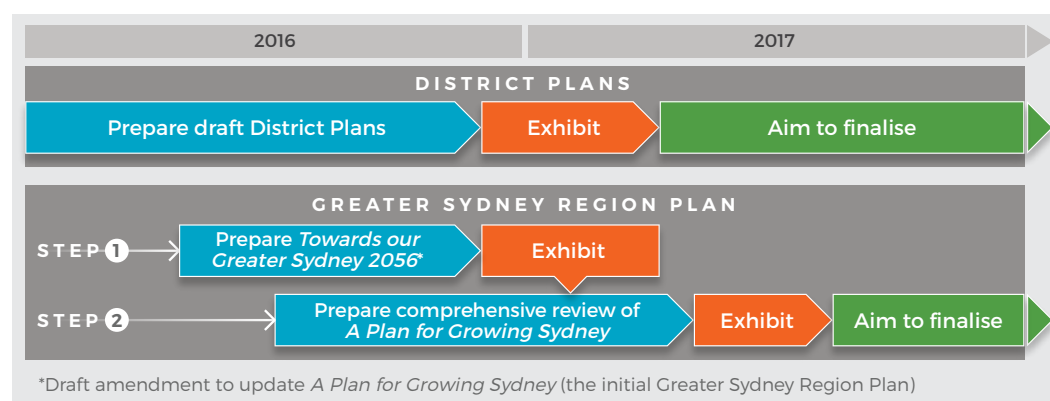
Concurrent with the review of *A Plan for Growing Sydney* in 2017, Transport for NSW will develop the Future Transport Strategy and Future Transport Services and Infrastructure Plan for Sydney and Infrastructure NSW will review the *State Infrastructure Strategy*.

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.

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



Source: Greater Sydney Commission 2016

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

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

For local government, this draft District Plan will:

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

Section 75A1 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.

#### Planning principles

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

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

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

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



### 1.1.3 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.

## 1.2 Implementation

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

### 1.2.1 Managing implementation

This draft District Plan identifies a number of implementation mechanisms.

 <b>Existing actions</b>	Existing government policies and actions that may be improved through stronger collaboration or the clarity provided from district-level planning.
 <b>Our actions</b>	New actions that will be the Commission's responsibility to lead and deliver.
 <b>New collaborations</b>	New collaborations that the Commission will lead and deliver in partnership with local government and/or State agencies.
 <b>NSW Government actions</b>	New actions that are the responsibility of State agencies, with the relevant agency identified.
 <b>Planning Priorities</b>	Priorities designed to provide guidance for strategic planning or plan making by the relevant planning authority.
 <b>Collaboration areas</b>	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 of public resources, and could ultimately lead to stronger coordination between State and local planning for infrastructure and land uses.

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



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

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

**1.2.3 Infrastructure funding and delivery**

Infrastructure is presently funded through a range of mechanisms:

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

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

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

If properly executed, value sharing can:

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

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

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

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

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

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

#### 1.2.4 Monitoring

##### The Greater Sydney Dashboard

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

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

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

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

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



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

To do this we will:

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

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



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

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

#### Action IM4: Report on local planning



The Greater Sydney Dashboard will also monitor the implementation of each District Plan's actions and priorities. In the first instance, this will involve each council reporting to the Commission under section 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 North 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 North District – visit the dedicated engagement portal at [www.greater.sydney](http://www.greater.sydney) to find out more.

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

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

*Socrates*





## KEY CONCEPTS AND TERMS AT A GLANCE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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







## 2 Our vision Towards our Greater Sydney 2056

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.

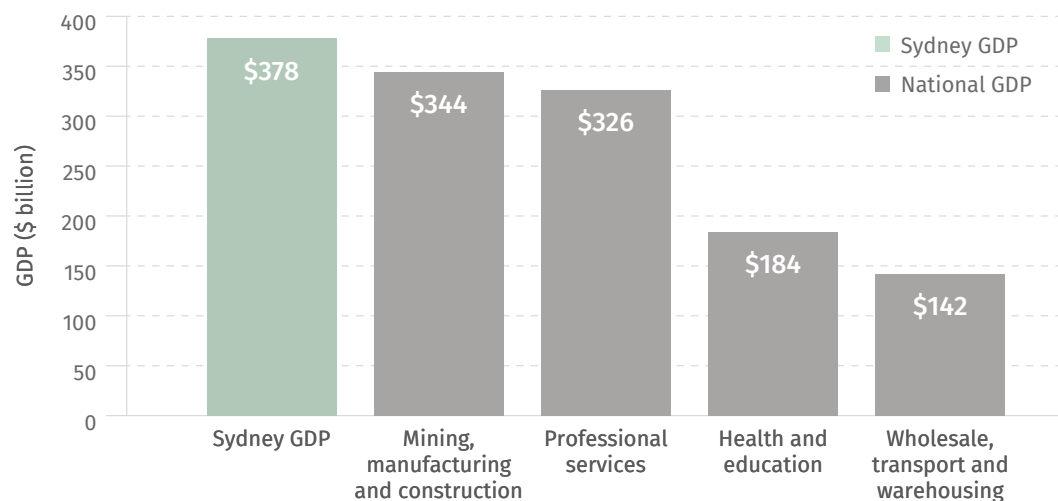
You can read a standalone version of this chapter by visiting [www.greater.sydney](http://www.greater.sydney).

### 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 it first flourished in the 19th Century, it has already surpassed the ambitious city on the Harbour that spread its reach and created its new suburbs throughout the 20th Century.

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

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



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



Greater Sydney is home to nearly 4.7 million people, which includes 2.4 million workers. 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, the Museum of Contemporary Art, Art Gallery of NSW and National Institute of Dramatic Art (NIDA) – highlight Greater Sydney's cultural and artistic credentials.

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

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

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

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

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

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

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

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

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

## The once-in-a-generation opportunity

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

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

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

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

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

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

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

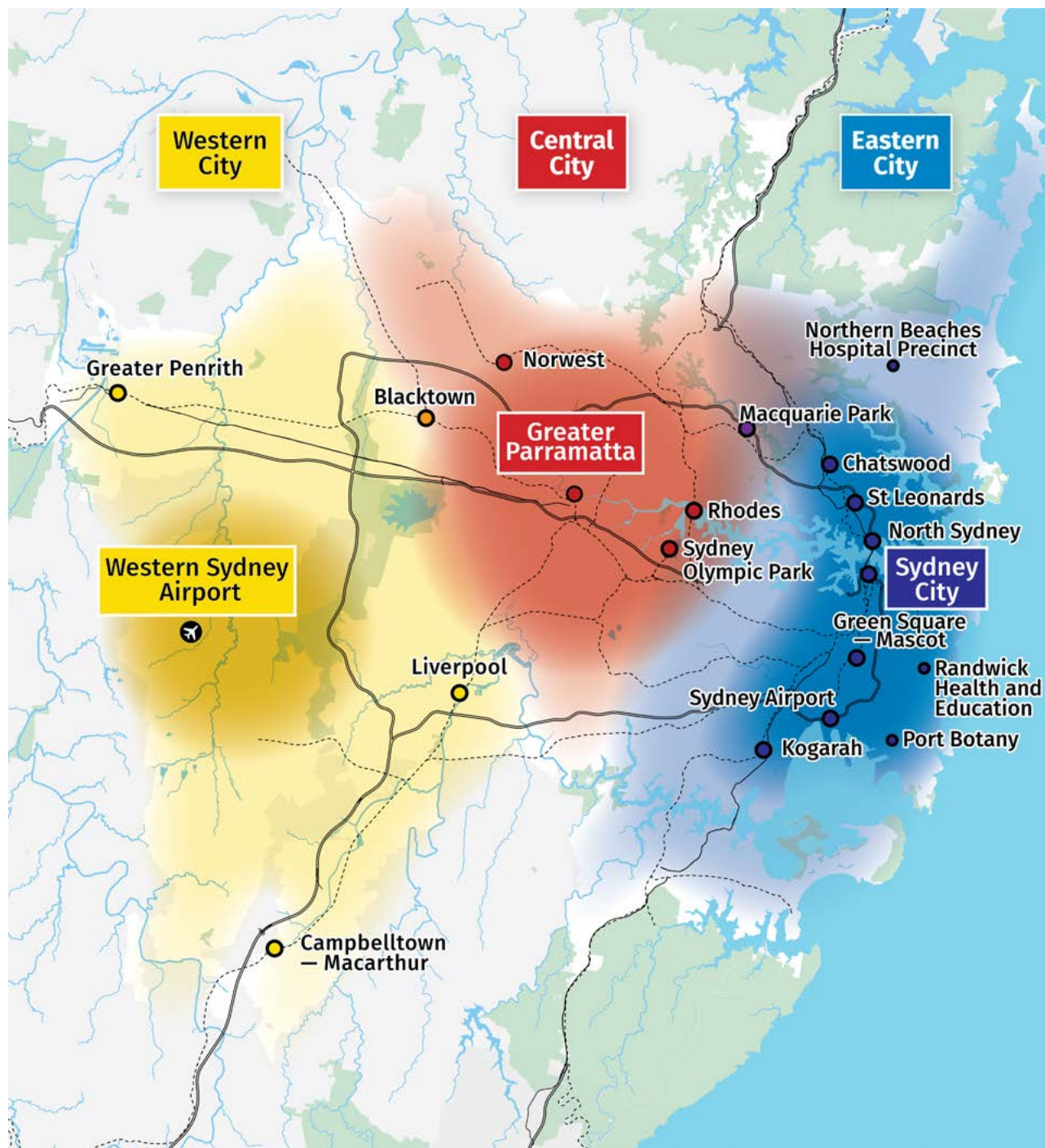
### Western Sydney City Deal

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

The Western Sydney City Deal pledges to:

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

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





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

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

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

A growing Greater Sydney needs to remain internationally competitive with a diversity of jobs in locations people can easily access.

This draft District Plan outlines the proposed priorities and actions to drive the North 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*.

## **The North District Productivity Profile**

The North 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.

## **3.1 The North District's economy**

The North District's economy is focused on the cluster of centres from North Sydney to Macquarie Park, as well as the population-driven economy of the Northern Beaches. The strategic centres of North Sydney, St Leonards, Chatswood, Macquarie Park and Northern Beaches are linked to the Eastern City and play an important economic role in supporting the growth of Sydney as a global city.

The North District is home to 19% of Greater Sydney's population and accommodates 20% of its jobs. Over the past two decades, the District's population grew by 23%, and employment grew by about 37%.

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 North District currently contains a higher proportion of employment in knowledge and professional services compared to the Greater Sydney average (35% compared to 32%) and health and education (21% compared to 19%).

This profile reflects the role of the District in accommodating major concentrations of knowledge-intensive jobs in the strategic centres linked to the Eastern City, as well as the health and education assets including, for example, Royal North Shore Hospital. There are significant opportunities to build on these existing strengths as Sydney's economy continues to grow.

As mentioned earlier, over the past two decades, employment across the North District grew by 37%. This compares to an employment growth rate of 42% across Greater Sydney over the same period. Employment growth has occurred across all four sectors, with the most significant growth in health and education (73%), followed by knowledge and professional services (39%), population-serving (35%) and industrial (3%). In terms of absolute employment, the greatest increase in jobs was experienced in knowledge and professional services (46,800 new jobs), and health and education (43,800 new jobs), reinforcing the role of these sectors in the North District's economy and their significance to the Greater Sydney's economy.

Between 2011 and 2015 the North District's economy grew by about 13%, the same as Greater Sydney's.

Figure 3-2 shows the spatial distribution of economic activity across Greater Sydney, measured by Gross Value Added (GVA). GVA measures the value of goods and services in a particular area. The main focus for economic activity in the North District is its strategic centres.

These significant concentrations of economic activity across the District are also areas of high labour productivity (illustrated in Figure 3-3). Labour productivity is a measure of the efficient use of resources. Areas with high labour productivity generate higher economic value per hour worked. The spatial distribution of productivity can help build an understanding of important economic places as well as the profile of economic activity in a particular area.

The North District's strategic and district centres play a crucial role in the Greater Sydney context, and have distinct employment profiles:

- In the southern area, employment is largely concentrated in the corridor of economic activity between North Sydney and Macquarie Park, with more than 190,000 jobs within the four strategic centres:
  - **Macquarie Park:** contains over 58,500 jobs (2016) and in terms of floor space is the largest metropolitan office market in Greater Sydney. It has grown as a major centre for knowledge and professional

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

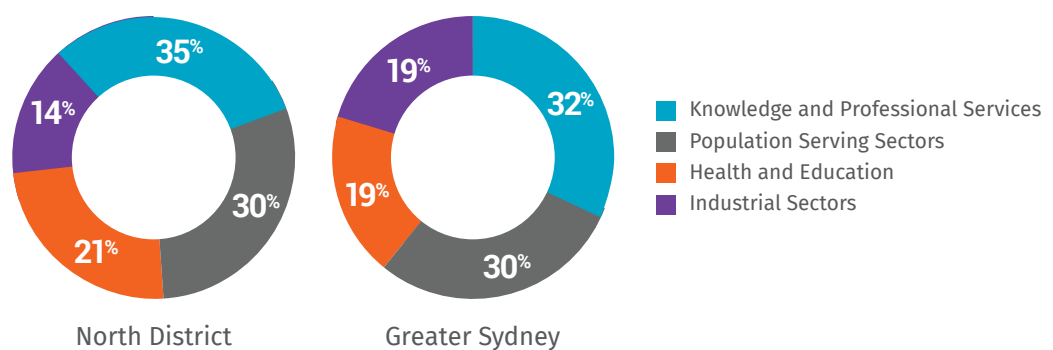
	Population			Employment		
	1996	2016 Projection	1996-2016 % Growth	1996	2016 Projection	1996-2016 % Growth
<b>North District</b>	720,950	886,550	23%	353,500	483,330	37%
<b>Greater Sydney</b>	3,553,100	4,682,000	32%	1,722,700	2,439,800	42%

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.



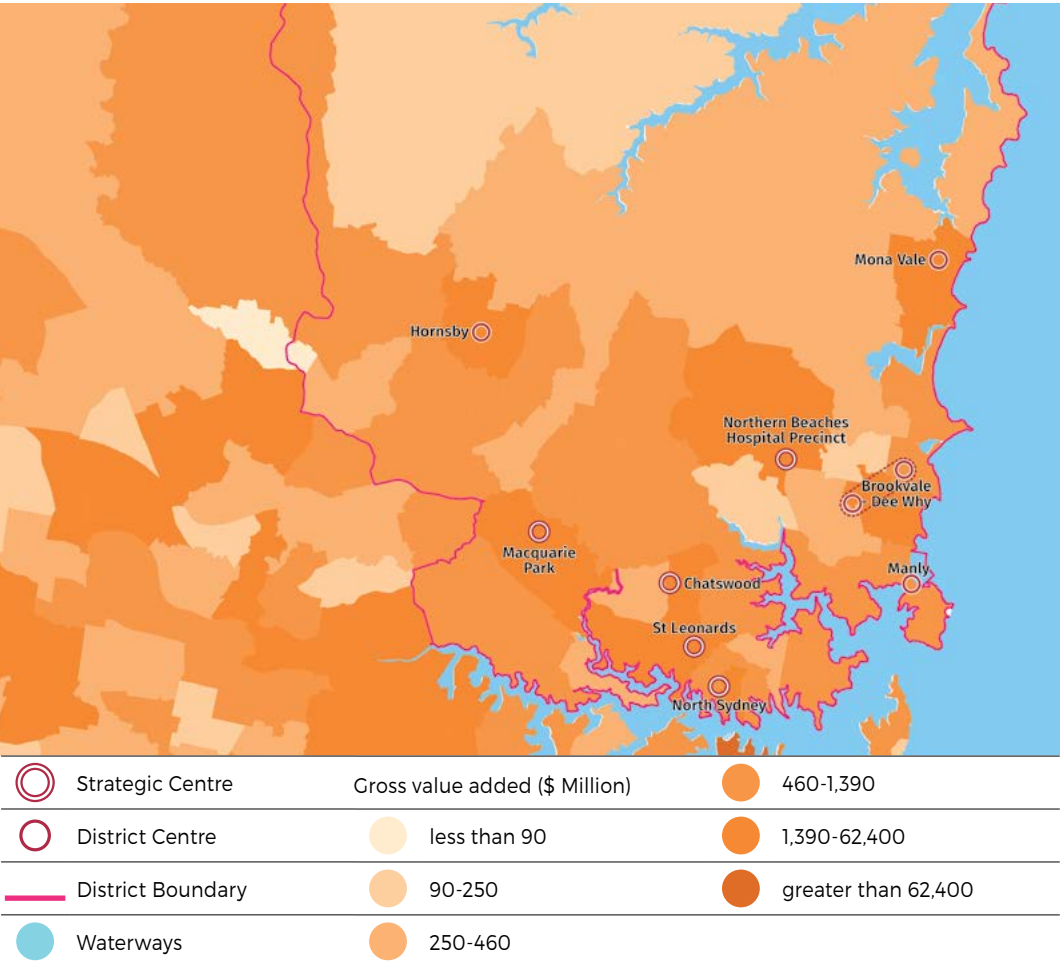
- services employment, which represents over one third of jobs in the centre.
- **North Sydney:** is an established commercial centre with good accessibility which contains approximately 60,400 jobs (2016). Its main strength is in financial and professional services, media and telecommunications.
  - **St Leonards:** contains over 47,000 jobs (2016) with the majority within knowledge and professional services and health care. There is strong demand for residential land in the area which is competing with commercial floor space and there is a need for a clear direction for the centre which encompasses its role as both a commercial and health precinct (including the Royal North Shore Hospital).
  - **Chatswood:** is a centre containing over 24,000 jobs (2016) with the majority in retail, knowledge and professional services. Chatswood has increasing pressure for commercial land to be rezoned for residential uses and a clear direction is needed to ensure Chatswood's role as a strategic centre is maintained.
  - The northern and coastal area includes centres that accommodate jobs mainly to service the local population, as well as some employment and urban services land. Access to and between these centres is hampered by the geography of the District and limited mass transit. The main strategic centre in this area of the North District will be the new Northern Beaches Hospital. The centre contains 9,300 jobs (2016) with the future focus to be on health and related services associated with the hospital, which is expected to open in 2018.

Figure 3-1: Employment profile by sector in North 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 North District's Gross Value Added (2015)



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

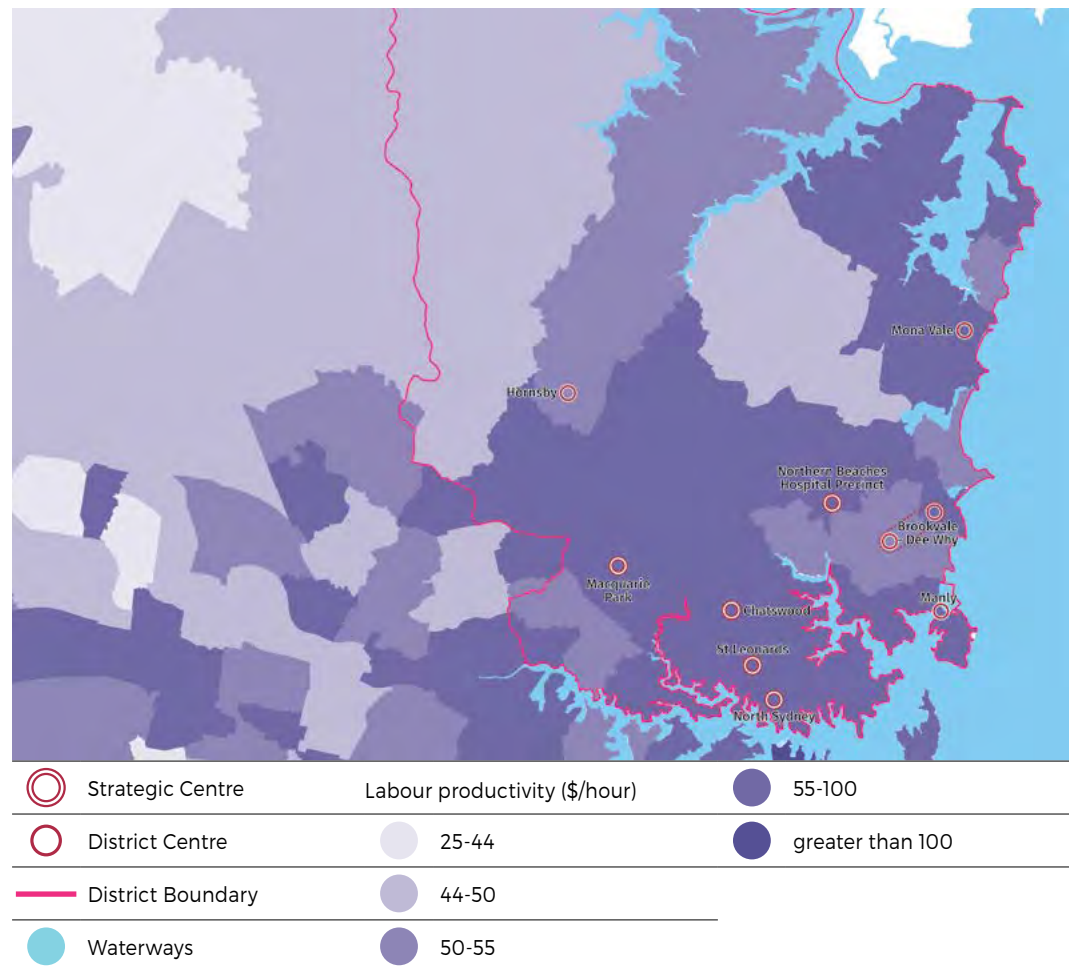
Employment, industrial and urban services land in the North District represents 4% of Greater Sydney's current supply. As this land can accommodate local employment opportunities, important urban services and flexible space for businesses, its retention is essential.

3.1.1 Access to jobs

Our research shows that during the morning peak, approximately 16% of Greater Sydney's jobs are accessible to North District residents within 30 minutes by public transport or private vehicle. This is the same as the 16% average across Greater Sydney (See Figure 3-4).

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

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



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

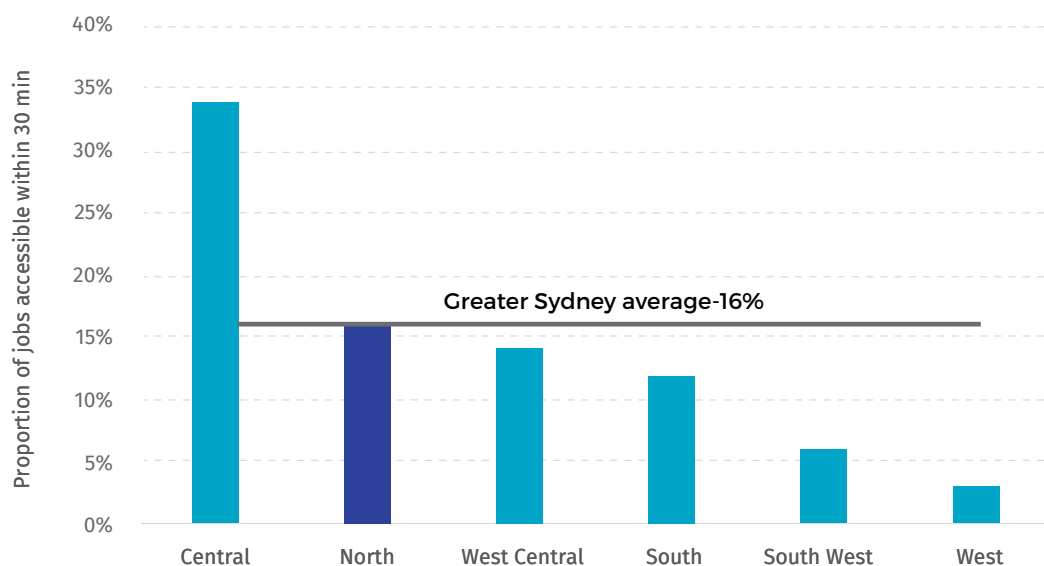
Access to employment for many residents of the North District is primarily provided by the North Shore, Northern and Western Line (T1) and numerous bus and ferry services. The North Shore, Northern and Western Line provides access to the strategic centres in the district including Macquarie Park, Chatswood, St Leonards and North Sydney, as well as Sydney City. These connections also enable business to business interactions and allow businesses to access a significant labour market. This has played a crucial role in driving growth along the rail corridor, and has strengthened the strategic centres.

The District already has a higher than average use of public transport for journey to work (Figure 3-5) and the completion of the Sydney Metro project and other key public transport projects will further reinforce these patterns.

On the Northern Beaches, access to jobs is relatively constrained. Addressing this challenge requires investigations of both east-west and north-south transit improvements and the attraction of local business investment and activity.

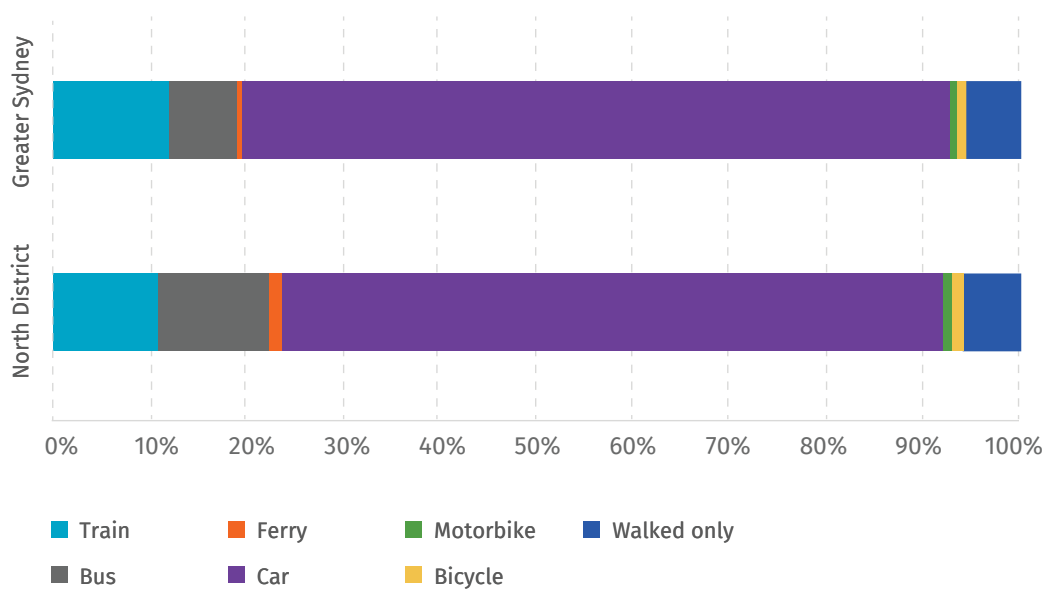


Figure 3-4: North District residents' access to jobs during the AM peak (2016)



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: North District journey to work by mode (2011)



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

### 3.1.2 Economic opportunities

The North District is well placed to take advantage of unparalleled economic assets and opportunities, including:

- its proximity and access to the Sydney City thanks to the rail network and strategic bus corridors across Sydney Harbour
- significant planned and committed investment in public infrastructure such as Sydney Metro, NorthConnex and the Northern Beaches Hospital
- growing employment centres
- natural and cultural assets, and the potential to grow tourism and visitation to the District
- the continued growth of Greater Parramatta and the Olympic Peninsula (GPOP), which offers potential access to a wider network of job and economic activity.

While these assets present significant opportunities as drivers of economic activity and diversity in the District, there are a number of challenges such as pressure on employment, industrial and urban services lands, pressure on commercial floor space in strategic centres, as well as connectivity and amenity constraints that will need to be addressed to ensure the District realises its potential.

### 3.1.3 District priorities

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

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

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

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

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

- Managing employment and urban services land
  - Protect and support employment and urban services land
- Planning for job target ranges in strategic and district centres
  - Plan for the growth of centres
- Optimising the productivity benefits of Sydney Metro to create new smart jobs in strategic centres
  - Growing economic activity in centres
    - Manage growth and change in strategic and district centres and, as relevant, local centres
  - Planning priorities for district and local centres
  - Planning for retail floor space provision and demand in the North District
    - Prioritise the provision of retail floor space in centres
- Prioritising Northern Beaches Hospital as the catalyst for a new centre
- Accessing a greater number of metropolitan jobs and centres within 30 minutes
- Accessing local jobs, goods and services within 30 minutes
- Coordinating freight activities with land use planning
- Growing the tourism economy.

### 3.2 Managing employment and urban services land

#### 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, the Commission has 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. As such, we need to ensure that our employment and urban services lands are efficiently managed and protected across Greater Sydney and within the North District.

In 2015, 567 hectares of the North District were zoned for employment and urban services land. This land is spread across 42 separate precincts representing 4% of Greater Sydney’s total stock of employment and urban services land. Only 8% (43 hectares) of the North District’s employment and urban services lands were undeveloped in 2015.

Table 3-2 lists large employment and urban service areas (more than 30 hectares) in the North District by local government area, based on the Department of Planning and Environment’s *Employment Lands Development Program 2015*. In addition to the larger precincts identified in Table 3-2, the District also contains smaller parcels of employment land that are important to the District’s economy.





Table 3-2: Major employment and urban services land (larger than 30 hectares) in the North District (January 2015)

LGA	Precinct	Undeveloped land (hectares)	Developed land (hectares)	Total(hectares)
Hornsby	Asquith	4.9	39.3	44.2
	Mount Ku-ring-gai	12.7	51.2	63.9
Lane Cove	Lane Cove West	5.7	44.8	50.5
Northern Beaches	Brookvale	0.0	86.1	86.1
	Cromer	0.1	44.1	44.2
Willoughby	Artarmon	4.3	59.4	63.7

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

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

While some traditional industrial activities continue to be located in the North District's employment and urban services land precincts, there has also been a significant increase in other types of business in these precincts. For example, high value urban manufacturing uses have become common in some precincts, particularly those close to strategic centres. This has enabled an intensification of land use in some areas and a rise in demand for industrial strata units. There is also increasing pressure on a number of employment and urban services land precincts to be converted to residential or retail uses.

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

These lands, however are under threat of erosion by alternative uses (and in financial terms – higher and better uses) such as residential or retail. By way of example, since 2011, 9 hectares of employment and urban services land in the District have been rezoned for other uses.

Such rezonings have the potential to create longer term growth and productivity implications on Greater Sydney. On this basis, our priority is to take a precautionary approach to the conversion of employment and urban service lands in the absence of a District-wide assessment of their value and objectives.

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



### **Productivity Priority 1: 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 such alternative strategy should be based on a net community benefit assessment (i.e. analysis of the economic, environmental and social implications) of the proposed exception taking into account a District-wide perspective in accordance with Action P1.

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

### **Action P1: 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.

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

As Greater Sydney transforms into a city of over six million people by 2036 and eight million people by 2056, we need to plan 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 specific outlooks and Greater Sydney's planned investments.

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

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

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

#### 3.3.1 Plan for the growth of centres

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

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

- a higher proportion of knowledge-intensive jobs, principally relating to the presence of major hospitals, tertiary education institutions, 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 and Western cities
- generally have 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
- generally generate between 5,000 to 10,000 jobs.

These centres have been identified as district centres.

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



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

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

We have nominated job targets for the District's strategic and district centres to provide guidance to councils and NSW Government agencies as to the likely and potential scale of employment growth and to inform land use and infrastructure planning (Table 3-3). 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 reflect 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 3-3: North District job target ranges for strategic and district centres (2016-2036)

Centre	Centre Type	2016 Estimate	2036 Baseline Target	2036 Higher Target
Macquarie Park	Strategic	58,500	73,000	79,000
North Sydney	Strategic	60,400	76,000	81,500
St Leonards	Strategic	47,100	54,000	63,500
Chatswood	Strategic	24,700	31,000	33,000
Northern Beaches Hospital and surrounding industrial areas	Strategic	9,300	12,000	13,000
Brookvale-Dee Why	District	20,000	23,000	26,000
Hornsby	District	14,300	18,000	22,000
Manly	District	5,000	6,000	6,500
Mona Vale	District	4,300	5,000	6,000

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 3-6: North District's strategic, district and local centres.

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

### 3.4 Optimising the productivity benefits of Sydney Metro to create new smart jobs in strategic centres

The highest concentration of knowledge-intensive jobs in the North District is in the strategic centres of North Sydney, St Leonards, Chatswood and Macquarie Park (see Figures 3-7 to 3-10). These centres are part of the Eastern City and form its northern cluster of economic activity. The Eastern City will be subject to a specific economic development strategy, to be developed by the Department of Industry, Skills and Regional Development.

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



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

This is a new approach for Greater Sydney as 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 sized enterprises in target industries such as tourism, good exports and advanced manufacturing, with the overall aim of growing the NSW economy. Jobs for NSW is also providing grants and partnerships to guide emerging businesses.



Sydney City's commercial office market exhibits 'overflow characteristics'. Demand for commercial space in centres such as North Sydney, Chatswood and Macquarie Park is influenced by the strength of demand within Sydney City. Supporting growth and maintaining the commercial core in the North District's strategic centres will attract investment that could otherwise be lost interstate or internationally.

North Sydney, St Leonards, Chatswood and Macquarie Park already benefit from good access to a skilled workforce and connections to Sydney City, via existing rail and road networks. Sydney Metro will be a catalyst for further employment growth in these centres, providing even stronger connections from Macquarie Park to North Sydney and Sydney City and enabling the continued expansion of Sydney City into the District.

When operational in 2019, Sydney Metro Northwest will significantly increase transport capacity and options within the District. This will present opportunities for increased investment and economic activity along the route particularly in locations that have, historically, been under-served by public transport options despite significant levels of growth.

Good public transport access and proximity to Sydney City have made some of the North District's strategic centres, such as St Leonards and Chatswood, attractive locations for residential developments. A cautious approach to ongoing residential intensification should be adopted to balance the capacity for further jobs growth with other uses in these centres.

### 3.4.1 Growing economic activity in centres

The strategic centres of North Sydney, St Leonards, Chatswood and Macquarie Park accommodate large concentrations of jobs and employment activity, substantial areas of commercial floor space, health and education facilities and other economic assets and transport connections.

As the Northern Beaches Hospital precinct evolves, it is envisaged to be a major centre of employment, health and economic activity.

The district centres of Brookvale-Dee Why, Manly, Mona Vale and Hornsby accommodate retail and local services for communities.

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

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

For these reasons we emphasise the need for planning authorities to focus on the design of, accessibility to, and economic strength of centres. We also encourage local 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 and to support local businesses.

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



## **Productivity Priority 2: 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 while 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.
- 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.

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

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





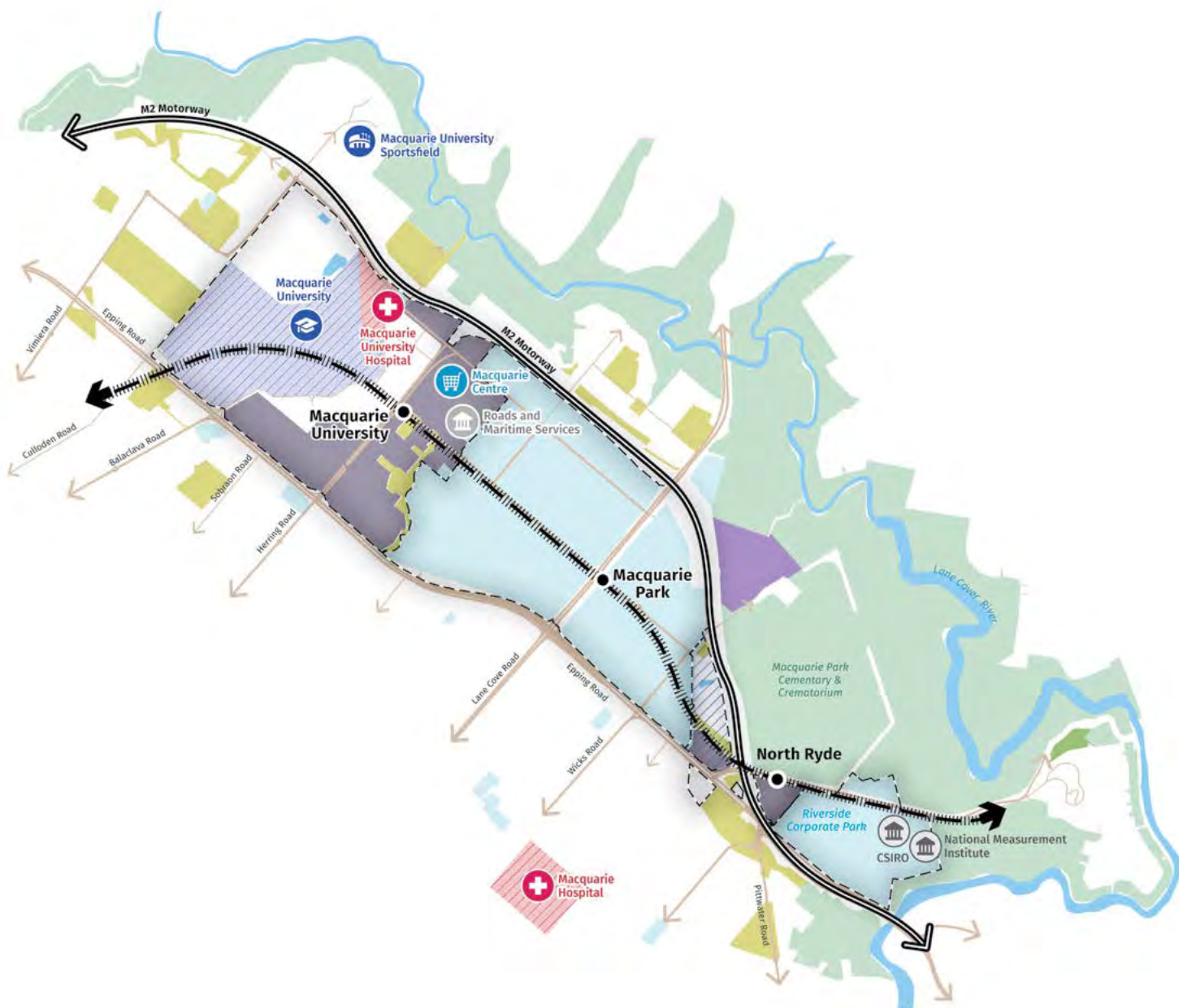


Figure 3-7: Macquarie Park centre and surrounds existing activities

	Hospital		Mixed Use Zones
	University		Regional Public Open Space
	UrbanGrowth NSW Project		Local / District Public Open Space
	Priority Precinct Investigation Area		Waterways
	Priority Precinct		Sydney Metro
	Retail hub		Existing Railway
	State Government Office		Sydney Metro/Railway Station
	Federal/Commonwealth Office		Motorway
	Business Zones		Major Road
	Industrial Zones		Local Road

Macquarie Park is a high-tech industrial area, attracting electronics, science, computing, medical, communication and pharmaceutical companies. It saw a 133% increase in jobs between 1996 and 2011 and is now one of the largest employment centres in Greater Sydney. Around 380,000 square metres of floor space was added over the past decade. Knowledge-intensive jobs account for over one-third of the centre's jobs.

The centre includes Macquarie Centre, Macquarie University, Macquarie University Hospital and Riverside Corporate Park. It is serviced by three train stations with links to Chatswood and Epping and local and regional bus services.

### Action P3: Create a sense of place, grow jobs and diversify activity in Macquarie Park



Macquarie Park has fewer growth constraints than the District's more established centres. While the existing road network is heavily constrained, the area is benefiting from improved rail connectivity including the forthcoming Sydney Metro. The Sydney Metro will improve public transport access and increase the catchment of workers. The potential for improved future connections with the Central City and Parramatta also presents further opportunities for the area.

The Department of Planning and Environment is working with the City of Ryde Council to agree on priorities and mechanisms to achieve a vibrant urban centre with an effective mix of commercial, residential, retail, health and education activities.

These investigations include consideration of a Special Infrastructure Contribution as an option to fund improvements to transport, open space and community and education facilities. A land use and infrastructure strategy is also being prepared to guide development and infrastructure delivery over the next 20 years to 2036.

Due to the complex nature of the project and the range of stakeholders involved in planning and development of the area, we have identified Macquarie Park as a Collaboration Area to maximise opportunities for the sustainable growth and economic prosperity of the centre.

**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.

Subject to the availability of resources, we will drive the coordination of planning in the Collaboration Area in partnership with relevant stakeholders, State agencies and industry.

In addition to the policy directions for strategic centres, planning for the Macquarie Park Collaboration Area will include considerations to:

- enable additional capacity for commercial floor space to maintain a commercial core
- improve urban amenity as the centre transitions from business park to a vibrant commercial centre, including reducing the impact of vehicle movements on pedestrian and cyclist accessibility
- deliver a finer grain road network to enhance pedestrian connections and provide new access points
- promote excellence in urban design by upgrading public areas
- deliver an innovation ecosystem in Macquarie Park, capitalising on the relationship with Macquarie University and nearby high-tech and medical corporations
- improve public transport connections to Parramatta and the District's other strategic centres, including the Northern Beaches Hospital.

#### Employment growth in Macquarie Park

Macquarie Park has experienced significant jobs growth in recent times – it now accommodates over 58,000 employees and is the third largest centre for employment in Greater Sydney behind Sydney City and Greater Parramatta. Many of these jobs are in knowledge-intensive and high-tech industries. Many nationally significant companies have located key functions at Macquarie Park. Macquarie Park businesses are keen to assist the development of an innovation hub and many are already active in the start-up and new-tech space.

Macquarie Park will continue to grow and major employers are key stakeholders in how this growth is planned and delivered. Key issues already identified by major employers include the high levels of traffic congestion and the need for growth to be accompanied by improved public transport access and reliability, walkability and activation of the public domain.

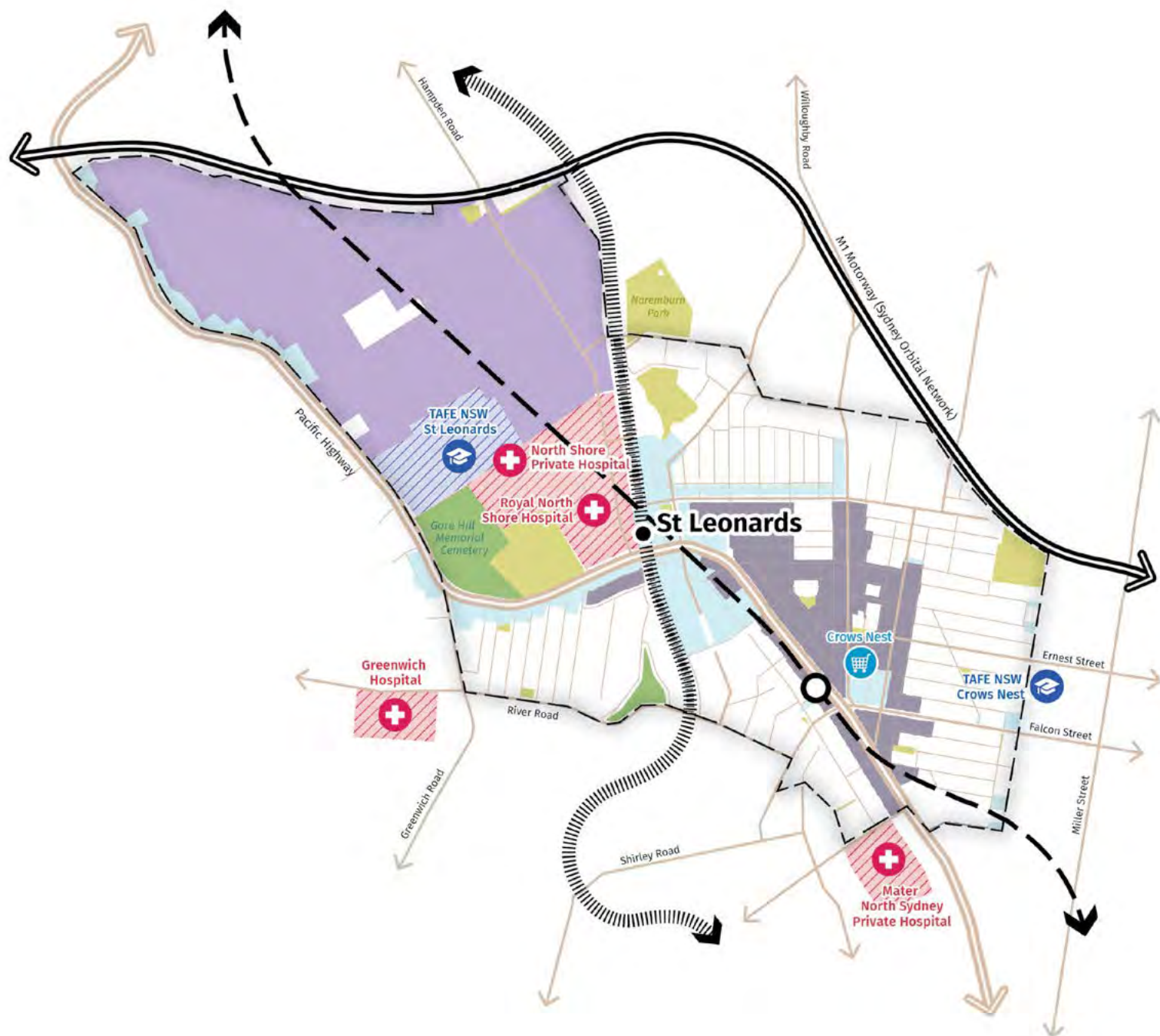


Figure 3-8: St Leonards centre and surrounds existing activities

	Priority Precinct Investigation Area		Local/District Public Open Space
	Hospital		Sydney Metro
	University/TAFE		Sydney Metro Station
	Retail hub		Existing Railway
	Business Zones		Existing Railway Station
	Industrial Zones		Motorway
	Mixed Use Zones		Highway
			Major Road
			Local Road

St Leonards is a mixed use centre with high rise offices, a major health precinct, high density residential development and good public transport. It is an attractive centre, bolstered by the restaurant strip along Willoughby Road in Crow's Nest.

In addition to leveraging the potential of the Royal North Shore Public and Private Hospitals and the Mater Hospital to grow jobs in complementary health services and existing education facilities, a new Sydney Metro station at Crow's Nest will further strengthen the centre's economic and employment functions.



#### Action P4: Facilitate place making and the growth and diversification of job opportunities in St Leonards



St Leonards has a range of significant metropolitan health and education assets, including the Royal North Shore Hospital, North Shore Private Hospital and TAFE NSW St Leonards campus. This draft District Plan identifies St Leonards as a health and education super precinct. There are opportunities to define the centre's commercial identity through the integration of health and education assets and the provision of complementary health and medical research activities; private hospitals; allied health; ancillary retail; visitor, carer and aged accommodation. Section 3.5 of this draft District Plan provides our definition of health and education super precincts and the type of activities that we support in these locations.

St Leonards is an attractive area that has in recent years experienced considerable levels of commercial, residential and institutional growth. St Leonards also straddles multiple local government areas. To address this, we have identified St Leonards as a Collaboration Area. Subject to the availability of resources, we will assist in facilitating a partnership with State agencies and local governments to coordinate growth in the area.

A Special Infrastructure Contribution will be considered as an option to fund transport, open space and community and education facilities.

The Department of Planning and Environment is working with Lane Cove, North Sydney and Willoughby councils to examine the St Leonards and Crows Nest Station Precinct.

The first stage will analyse existing employment and understand future employment demands and requirements. A land use and infrastructure strategy will guide future development and infrastructure delivery over the next 20 years to 2036.

In addition to the policy directions for strategic centres, planning for the St Leonards Collaboration Area will include considerations to:

- leverage off the new Sydney Metro station at Crows Nest to deliver additional employment and residential capacity
- identify actions to grow jobs in the centre
- reduce the impact of vehicle movements on pedestrian and cyclist accessibility
- protect and enhance Willoughby Road's village character and retail/restaurant strip while recognising increased growth opportunities due to significant NSW Government infrastructure investment
- deliver new high quality open space, upgrade public areas, and establish collaborative place-making initiatives
- promote synergies between the Royal North Shore Hospital and other health and education-related activities, in partnership with NSW Health
- define the northern perimeter of St Leonards to protect the adjoining industrial zoned land for a range of urban services.

#### Innovation in the North District - Case Study: CSIRO

The CSIRO is developing an innovation hub at its Lindfield headquarters, building on the District's strength in knowledge-intensive jobs and highly skilled workers. The innovation hub will include business incubators and start-up facilities such as telepresence access to innovation networks and clusters. It will also include conference facilities.

The CSIRO is introducing shared laboratory and co-locating spaces as part of its longer term strategy to foster innovation and partnerships by having multiple companies onsite to access CSIRO technologies.

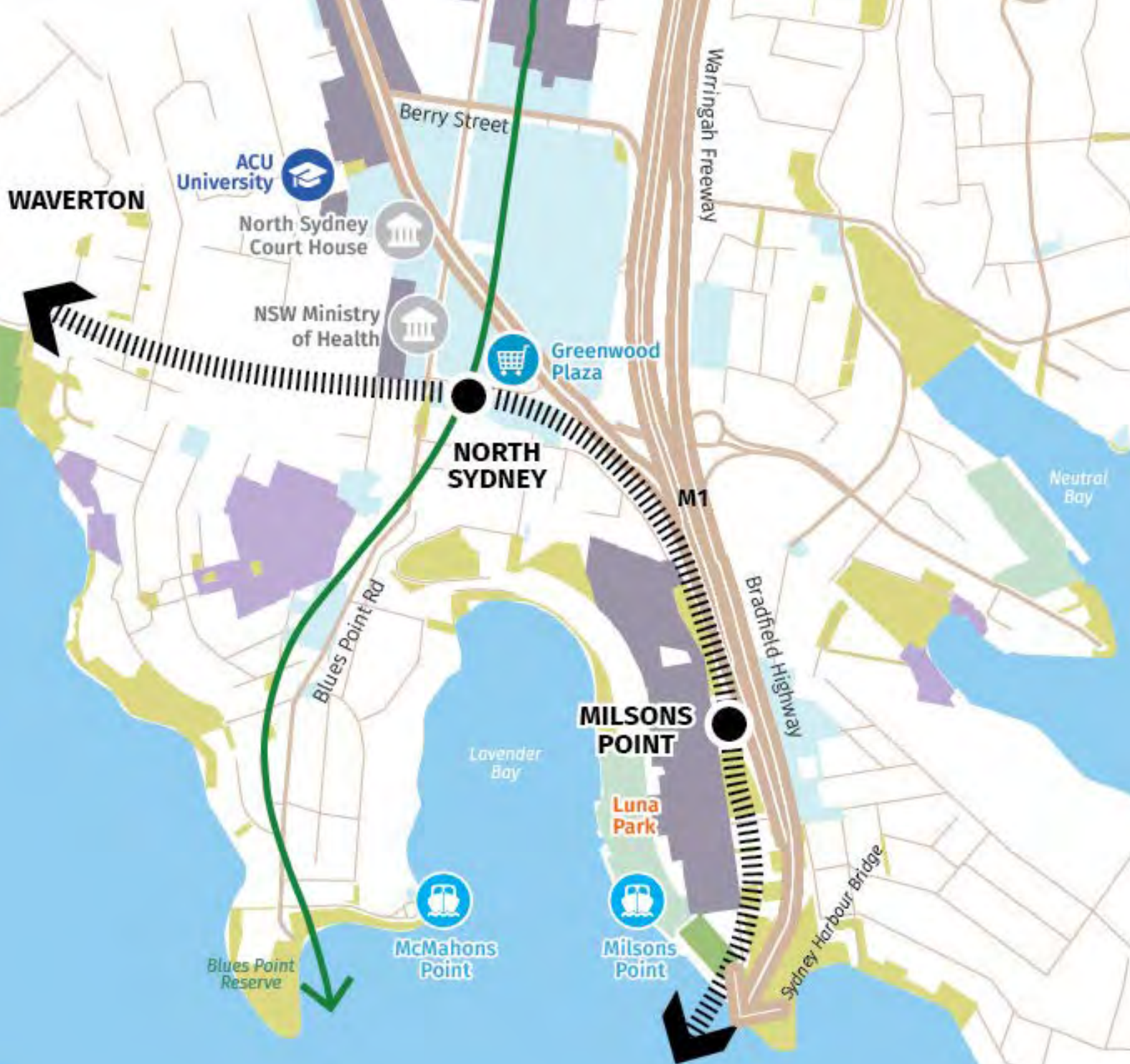


Figure 3-9: North Sydney centre and surrounds existing activities

	Hospital		Local Public Open Space
	TAFE/University		District Boundary
	Local Government Office		Existing Railway
	State Government Office		Sydney Metro Station
	Retail hub		Sydney Metro
	Business Zones		Existing Railway Station
	Mixed Use Zones		Motorway
	Industrial Zones		Highway
	Regional Public Open Space		Major Road
	District Public Open Space		Local Road

North Sydney provides prime commercial space and is an integral part of the internationally-competitive Sydney CBD. A new Sydney Metro Station at Victoria Cross will create an opportunity for further commercial growth.

The commercial centre is complemented by educational institutions including the Australian Catholic University and a number of schools, Greenwood Plaza and civic uses including the North Sydney Council chambers and Stanton Library.

In addition to the policy directions for strategic centres, the Commission will work with North Sydney Council and Transport for NSW to:

- maximise the land use opportunities provided by the new station
- identify the actions to grow jobs in the centre
- strengthen North Sydney's reputation as an education centre to grow jobs and add diversity
- expand after hour activities
- encourage growth in business tourism as a conference location that takes advantage of North Sydney's identity as a business hub, its location, access and views
- provide a variety of high quality civic and public spaces befitting a globally-oriented CBD, which can be utilised for a range of cultural and entertainment activities
- improve amenity by reducing the impact of vehicles on pedestrians

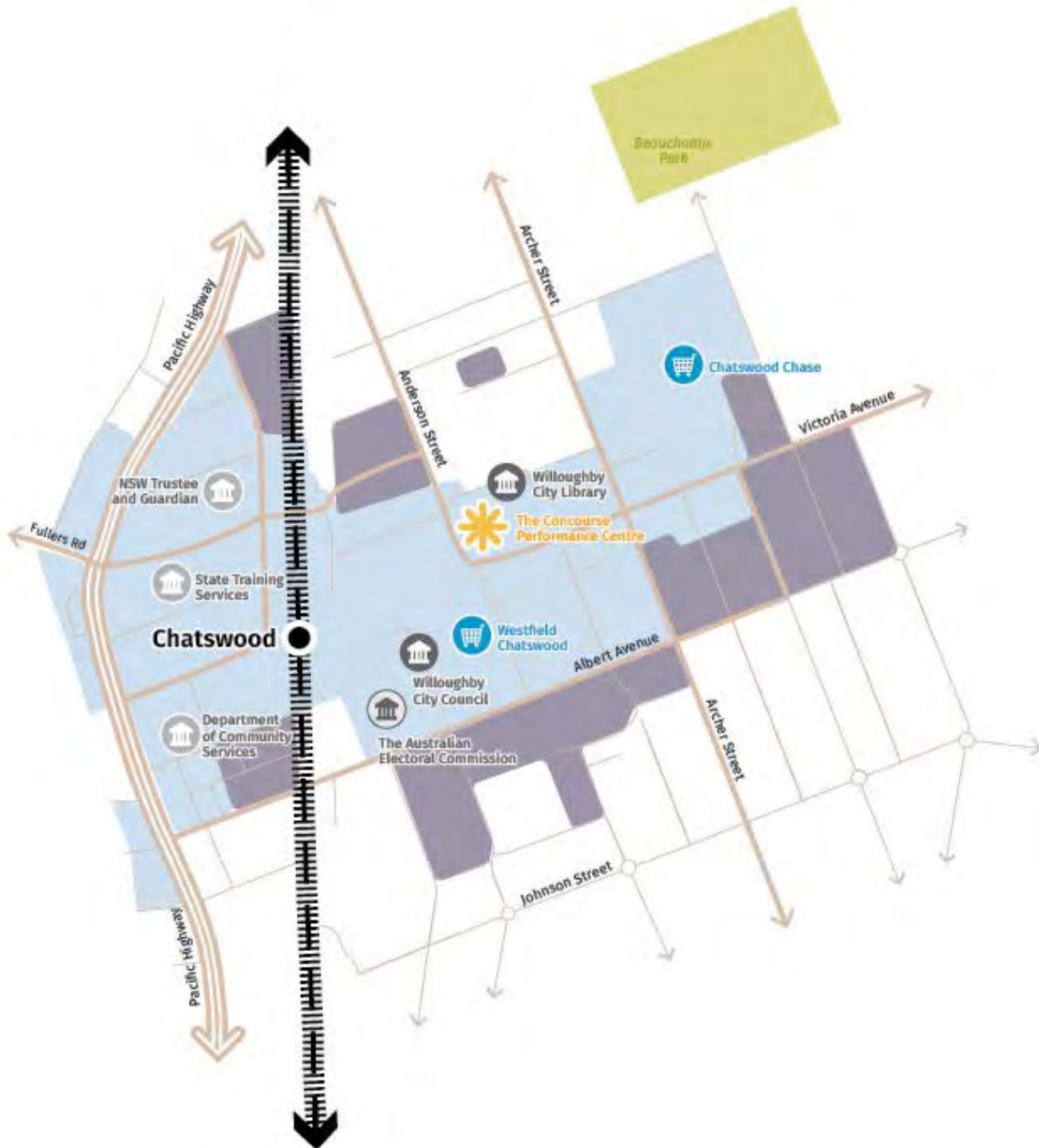
















Figure 3-10: Chatswood centre and surrounds existing activities

	Retail hub		Local/District Public Open Space
	Local Government Office		Sydney Metro
	State Government Office		Existing Railway
	Federal/Commonwealth Office		Sydney Metro/Railway Station
	Cultural Centre		Highway
	Business Zones		Major Road
	Mixed Use Zones		Local Road

Westfield Chatswood, Chatswood Chase and civic and entertainment facilities such as the Concourse, Zenith Theatre and Chatswood Library combine to create a centre with high-profile retail and a mix of high density residential and high rise office developments. Improvements to Chatswood Station and increased residential development have created a vibrant mixed use centre.

In updating plans for Chatswood, the Commission will work with Willoughby Council to consider the policy directions for strategic centres and give consideration to:

- maximise the land use opportunities provided by the enhanced rail services of Sydney Metro
- provide height and floor space ratio incentives as part of planning controls
- promote the role of the centre as a location for high quality, commercial office buildings and a diverse retail offering
- enhance the role of the centre as a destination for cultural and leisure activities
- promote and encourage connectivity and upgrade and increase public open spaces.



### 3.4.2 Planning priorities for district and local centres

Encouraging the growth of district and local centres will help to overcome transport access challenges in the District's geographically constrained north and coastal areas. This will reduce the distance people need to travel to access jobs and local services.

Productivity Priority 2 also applies to the growth of district centres, and we will work across State agencies and in collaboration with local government and communities to agree on priorities for each centre. Proposed priorities are outlined on the following pages.

#### Local centres

There are multiple opportunities for different scales of local centres, to provide facilities, services and jobs within easy walking and cycling distance. Many local centres will benefit from revitalisation strategies. Councils are encouraged to review their local centres for revitalisation work.

### 3.4.3 Planning for retail floor space provision and demand in the North 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 10.87 million square metres of retail floor space across Greater Sydney, equating to 2.4 square metres per person.

Looking forward, using the medium population growth scenario, demand will be generated for over five million square metres of retail floor space across Greater Sydney by 2036.

As more than two thirds of this growth is forecast to occur within established areas, which may provide some constraints to retail supply, it is a matter we have identified as necessary for further research prioritisation.

As of 2015, the North District provided approximately 1.87 million square metres of retail floor space (2.1 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 focussing its retail offer within centres.

This has positively reinforced the polycentric character of Greater Sydney that has provided convenient access to a range of goods and services for many communities, visitors and workers.

It has also allowed for centres such as Parramatta, Chatswood, Bondi Junction, Liverpool, Hurstville and Penrith across Greater Sydney to have high concentrations of retail, housing and jobs co-located on the major transport corridors. This has allowed for the efficient and effective use of both privately and publicly funded infrastructure.

In this context, our planning should reinforce Greater Sydney's strong focus on centres and support the expansion of existing centres to accommodate the 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 studies, is a useful strategic planning tool that indicates current supply and where demand is likely to require increased retail development at a district and local government area level.



**Productivity Priority 3: 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 within centres
- 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.

The following pages illustrate the district centres and proposed priorities.

### Brookvale-Dee Why

Proposed priorities:













- maintain the mix of uses so that Brookvale-Dee Why continues to perform strongly as a well-balanced, self-sustaining combined centre
- encourage and support improvements to Warringah Mall and better integrate it with the fabric and life of Brookvale-Dee Why
- encourage provision of affordable housing to attract and retain key workers in local industries, particularly in Brookvale
- recognise and enhance the economic and employment opportunities along Pittwater Road and encourage revitalisation along this commercial strip
- promote walking, cycling and public transport to Warringah Mall, the Brookvale industrial area and Dee Why to alleviate traffic congestion on Pittwater Road and to reduce car dependency
- encourage the establishment of new, innovative and creative industries in the Brookvale industrial area
- encourage new lifestyle or entertainment uses to activate local streets in Brookvale-Dee Why
- improve connections between Brookvale-Dee Why and Northern Beaches Hospital and beyond.







Figure 3-11 Brookvale-Dee Why centre and surrounds existing activities

	Retail hub		Federal/Commonwealth Office		Mixed Use Zones		Highway
	Local Government Office		Business Zones		Industrial		Major Road
	State Government Office		Local Public Open Space		Sydney Metro		Local Road

## Hornsby

Proposed priorities:

- encourage revitalisation of the commercial core
- better integrate Westfield Hornsby into the centre and make the area more attractive
- attract mixed-use development west of the railway line, encourage stronger integration with the centre, and encourage the development of a lively 'eat-street' or restaurant strip
- review local planning instruments to unlock development potential of strata-constrained areas east of the centre
- support health-related land uses and infrastructure around Hornsby Ku-ring-gai Hospital
- improve walking and cycling connections between Hornsby Station and the Hospital
- reduce negative traffic impacts on pedestrians
- promote walking, cycling and public transport to the centre and within it
- prioritise public domain upgrades, placemaking initiatives and a new civic space.



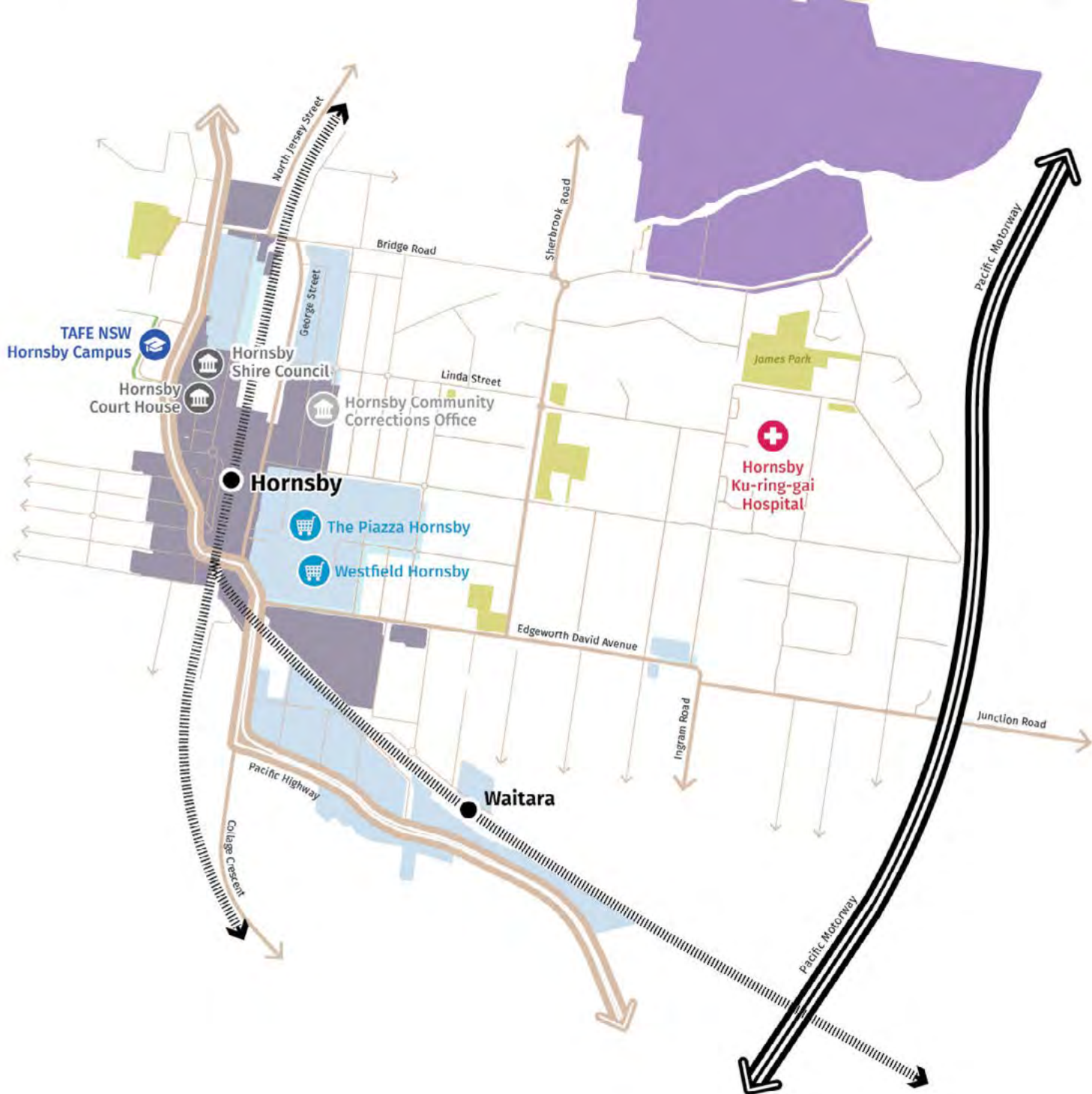



Figure 3-12 Hornsby centre and surrounds existing activities

	Hospital		Retail hub		Local Public Open Space		Highway
	TAFE		Business Zones		Railway		Major Road
	Local Government Office		Mixed Use Zones		Railway Station		Local Road
	State Government Office		Industrial Zones		Motorway		



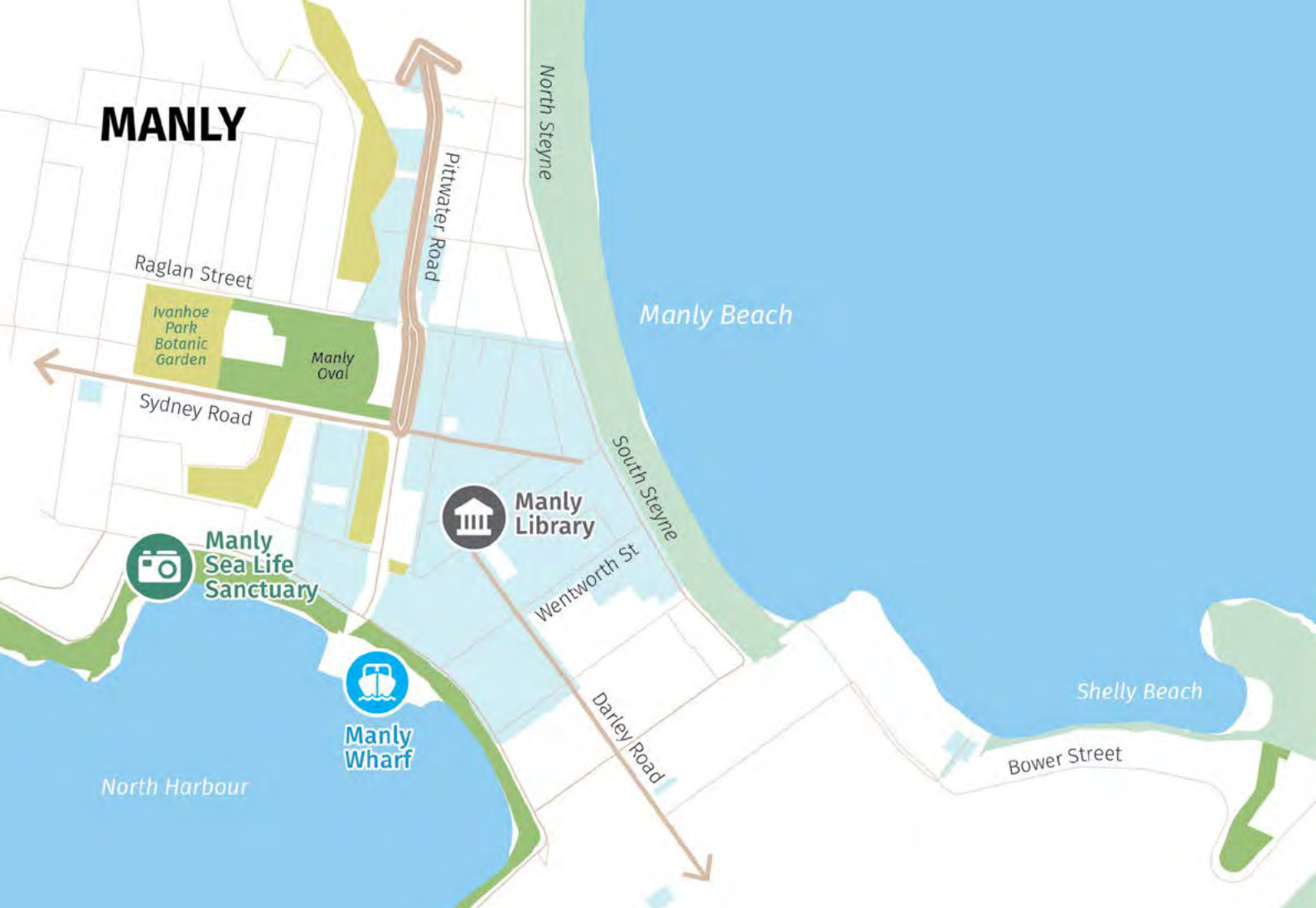


Figure 3-13 Manly centre and surrounds existing activities

## Manly

Proposed priorities:

- further develop Manly as a cultural, tourist, retail and entertainment precinct
- improve transport connections to Manly Wharf from other lower Northern Beaches suburbs
- provide faster public transport to Chatswood, Frenchs Forest, St Leonards, Macquarie Park and Macquarie University
- encourage diversified commercial activity to improve economic resilience
- encourage eco-tourism around North Head and the Cabbage Tree Bay Aquatic Reserve.

	Local Government Office
	State Government Office
	Ferry
	Tourism
	Retail hub
	Business Zones
	Mixed Use Zones
	Industrial Zones
	Local Public Open Space
	Highway
	Major Road
	Local Road

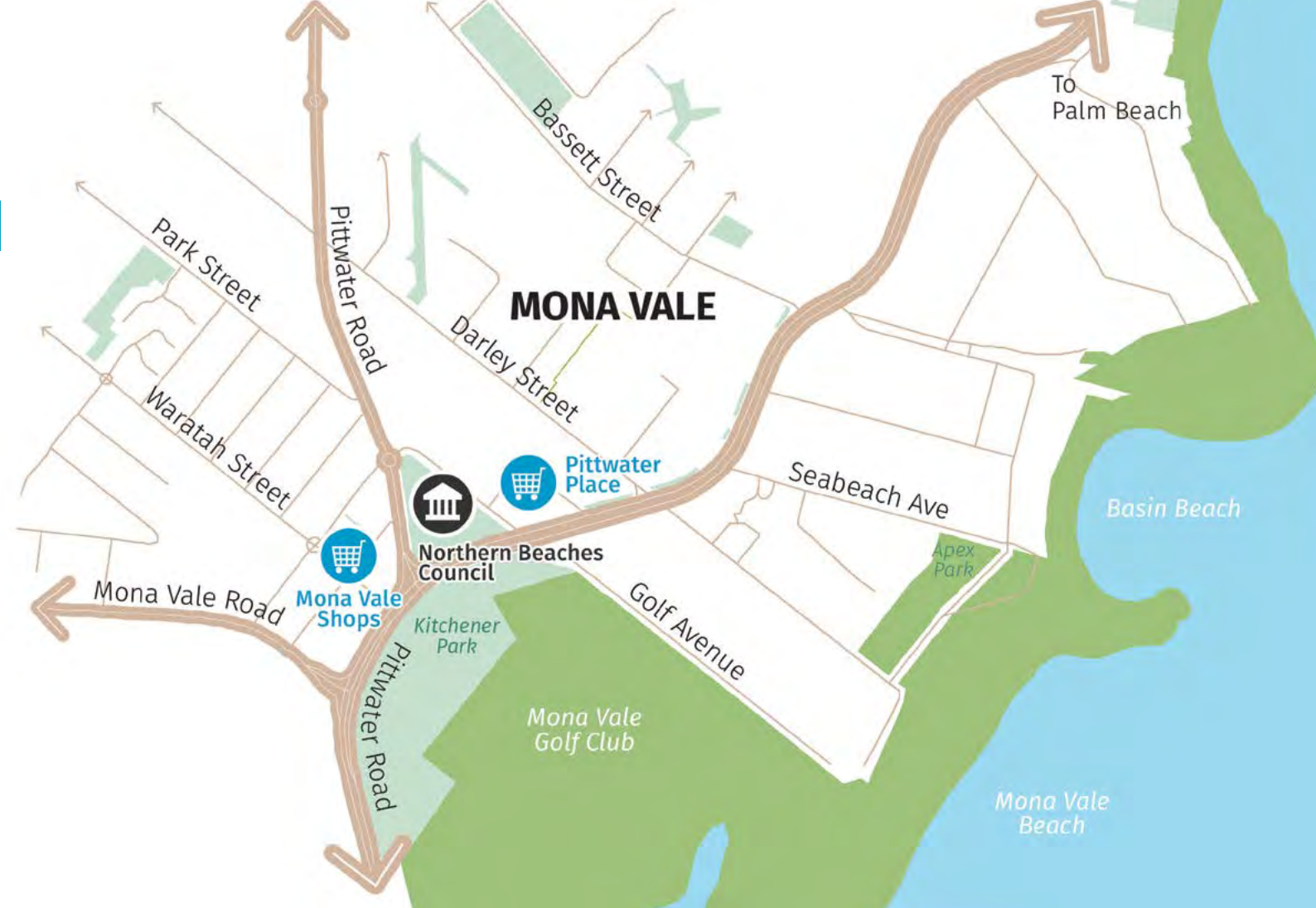


Figure 3-14 Monna Vale centre and surrounds existing activities

## Monna Vale

Proposed priorities:

- protect and enhance the commercial and retail function of the centre to provide employment growth and maintain high job containment
- ensure sufficient retail and commercial floor space is provided to meet future demand
- leverage the Monna Vale B-Line stop to facilitate intensification of uses in the centre, with an emphasis on the provision of housing affordability to retain 18 to 35 year olds
- explore opportunities to increase residential diversification around the centre
- improve access and linkages to local destinations, such as Monna Vale Hospital, through priority pedestrian networks
- promote walking and cycling to the centre and within it
- retain and protect the industrial precinct to the north of the centre to serve the growing population
- investigate feasibility of existing planning provisions and controls as they relate to mixed-use and residential development within the centre
- prioritise place making initiatives to promote mixed-use activities, urban activation and more diverse housing, and improve connectivity and integration with existing networks.

	Local Government Office
	State Government Office
	Retail hub
	Business Zones
	Mixed Use Zones
	Industrial Zones
	Local Public Open Space
	Highway
	Major Road
	Local Road

### 3.5 Prioritising Northern Beaches Hospital as the catalyst for a new centre

The Northern Beaches Hospital will anchor a new health and education super precinct for the North District and Greater Sydney. Associated road upgrades are intended to ease congestion and improve travel times to, from and within the super precinct as it develops.

The Northern Beaches Council is preparing a Northern Beaches Hospital Precinct Structure Plan to consider the wider land use implications of this investment. The Structure Plan will analyse opportunities and constraints to plan for future development around the Hospital.

#### Action P5: Coordinate planning and infrastructure delivery in the Northern Beaches Hospital Collaboration Area



The range of stakeholders involved in the planning and development of the Northern Beaches Hospital Precinct requires sophisticated coordination of a diverse range of activities. We have identified the Northern Beaches Hospital as a Collaboration Area. Subject to the availability of resources, we will work with State agencies, the Northern Beaches Council, industry and the community to support Council's work to build on existing infrastructure and target growth as a new strategic centre.

In doing so, the Commission, in partnership with NSW Health and other State and local government stakeholders, will work to deliver the following outcomes:

- leverage the investment in the Northern Beaches Hospital to provide a vibrant and well-connected strategic centre
- deliver an urban core with a mix of commercial and residential uses and community facilities
- provide new housing, including affordable housing, to support key workers
- ensure walkability within the precinct and that designs support the use of active transport (walking and safe cycling)
- enhance the natural setting of the area by embellishing existing open space
- attract new, innovative health and medical related commercial premises to support the hospital
- reinforce the centre as an employment hub for the Northern Beaches, building on the existing business park east of the Wakehurst Parkway
- continue to work with State agencies to investigate a high frequency public transport link.





Figure 3-15: Northern Beaches Hospital health and education super precinct existing activities

	Hospital		State Government Office		District Public Open Space		Major Road
	Public Transport Interchange		Business		Regional Public Open Space		Local Road
	Retail hub		Local Public Open Space		Road Upgrade		

### Health and education super precincts

Across Greater Sydney there are a number of locations where the proximity of health and education assets create significant opportunity to drive economic activity and the prosperity of NSW. We have identified these as health and education super precincts, 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 sectors.

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.

In the North District, the Northern Beaches Hospital and St Leonards have been identified as health and education super precincts.

We support and encourage the growth of health and 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; allied health; ancillary retail; visitor, carer and aged accommodation in the right locations

- plan for increased access and enhanced urban amenity within and around health and education super precincts.

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

These super precincts will be subject to specific attention when the Department of Industry, in collaboration with the Commission, councils and the investment community undertakes an Economic Development Plan for the Eastern City. This will recognise the importance of higher education and health care to Greater Sydney's economy; the role that health and education institutions play as magnets for economic activity, employment and investment; and how these places improve the way people access education and health services.

The Economic Development Plan will include directions for health and education super precincts, including coordinated efforts between government, industry and universities to address commercial barriers and to encourage the clustering of suitable, high-quality health or education services in adjacent lands.

### 3.6 Accessing a greater number of metropolitan jobs and centres within 30 minutes

Increasing the range of jobs and other opportunities that people can access within 30 minutes of their homes requires better transport connections and stronger major economic and employment centres. As Greater Sydney evolves to a metropolis of three cities, people will enjoy better access to hubs of major economic activity, and new housing should be focused on transport corridors and around employment centres to increase the proportion of people who have easy access to jobs and services.

Existing or committed NSW Government transport initiatives that will improve the District's connections to the Eastern City include:

- Sydney Metro
- Northern Beaches B-Line between Mona Vale and Sydney City
- NorthConnex, connecting the M1 and M2 Motorways
- the Pinch Point Program that aims to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads by targeting key hotspots of congestion
- Rapid Bus Routes that connect centres across Greater Sydney
- major road upgrades including Mona Vale Road from Terry Hills to Mona Vale, and roads at the Northern Beaches Hospital Precinct.

Transport for NSW is investigating other initiatives to improve connections and access within the North District and to the Eastern and Central Cities:

- the Western Harbour Tunnel and Beaches Link
- public transport between Macquarie Park and Parramatta
- Bus Rapid transit along Victoria Road
- further development of the public transport system to service trips outside peak periods
- Temporary Transport Planning initiatives for Macquarie Park and other affected stations in preparation for rail shutdown for Sydney Metro upgrades
- collaboration across State and local governments to develop comprehensive walking and cycling networks for the North District
- enhancements to the rail network to improve express links from the North District to adjacent districts and regions including the Central Coast
- better integration of the local bus network with mass transit solutions including the Northern Beaches B-Line, Sydney Metro and the existing railway line
- long-term transit solutions to link the Northern Beaches with the three cities.
- a focused travel behaviour change program to reduce car dependency in the District
- interchange opportunities between modes within the District, reducing the focus on the Sydney CBD as an interchange hub
- additional east-west public transport connections within the North District.

These opportunities will be considered by Transport for NSW in further detail as part of the development of the Future Transport Strategy in 2017.



### Western Harbour Tunnel and Beaches Link

Western Harbour Tunnel and Beaches Link is a proposal for a new motorway that would connect with the Sydney Motorway Network, reducing travel times for motorists and commuters, relieving pressure on the existing harbour crossings, taking traffic off local streets and providing new opportunities for public transport and improved urban amenity.

The proposed Western Harbour Tunnel would connect to the WestConnex Rozelle Interchange, cross underneath Sydney Harbour and connect with the Warringah Freeway at North Sydney.

The proposed Beaches Link is a tunnel which would connect to the Warringah Freeway, cross underneath Middle Harbour and service the Northern Beaches.

### 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.



### 3.7 Accessing local jobs, goods and services within 30 minutes

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

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

- improving the frequency and performance of existing rapid bus routes including Hurstville to Macquarie Park via Burwood, Hornsby to Blacktown via Castle Hill and T-Way and Warringah Road from Dee Why to Chatswood and Macquarie Park
- building NorthConnex, a nine kilometre tunnel linking the M1 Pacific Motorway at Wahroonga to The Hills M2 Motorway at West Pennant Hills, providing an alternative route for through traffic and heavy vehicles currently using the highly constrained Pennant Hills Road and Pacific Highway
- upgrading Mona Vale Road between Terry Hills and Mona Vale from two lanes to four. The upgrades are aimed at improving safety, accessibility and efficiency to and from Mona Vale and Ingleside from the northern suburbs

- easing congestion on some of the busiest corridors in the District under the Pinch Point Program:

- Pennant Hills Road between Wahroonga and the M2 Motorway
- M1 Motorway connections to Wahroonga via Normanhurst
- Pacific Highway between Pymble and North Sydney
- Centennial Avenue/Burns Bay Road to Huntleys Point via Lane Cove
- Boundary Street/Warringah Road to Beacon Hill via Roseville
- Eastern Valley Way between Castle Cove and Northbridge
- Blaxland Road between Top Ryde and Epping
- West Pymble and Kitchener Street to Mona Vale via Pittwater Road.

These opportunities will be considered in further detail as Transport for NSW develops the Future Transport Strategy.



### 3.8 Coordinating freight activities with land use planning

The North District is a major gateway for road and rail freight travelling between Greater Sydney, the Central Coast, northern regional NSW and Queensland. Freight volumes in the North District move along:

- the Main North rail line, which includes a number of capacity upgrades known as the Northern Sydney Freight Corridor, a rail freight corridor between North Strathfield and Newcastle (Broadmeadow) with links through to the North Coast and North West. The corridor is forecast to support the movement of up to 15,000 kilotonnes every year by 2036
- the M1 Motorway: with more than 20,000 kilotonnes of freight movements forecast every year by 2036.

In addition, 170,000 trips are made every day in the North District by light commercial vehicles, representing 18% of all trips made by these vehicles across Greater Sydney. They mainly travel between North Sydney, Chatswood and Macquarie Park, and also around Brookvale and Dee Why, and along the Northern Beaches spine.

A number of freight-related initiatives are already underway:

- The joint NSW-Australian Government Northern Sydney Freight Corridor program will improve the capacity and reliability of freight trains between Strathfield and Newcastle.
- NorthConnex will provide an alternative route for through traffic and heavy vehicles currently using Pennant Hills Road.

Transport for NSW will continue to work with councils and relevant stakeholders to improve the operation of freight, including opportunities to manage the high levels of future freight demand on the Pacific Highway and M1 Motorway. To support this, we will work with Transport for NSW and councils to examine the potential to revitalise places and commercial strips once NorthConnex reduces traffic on Pennant Hills Road.





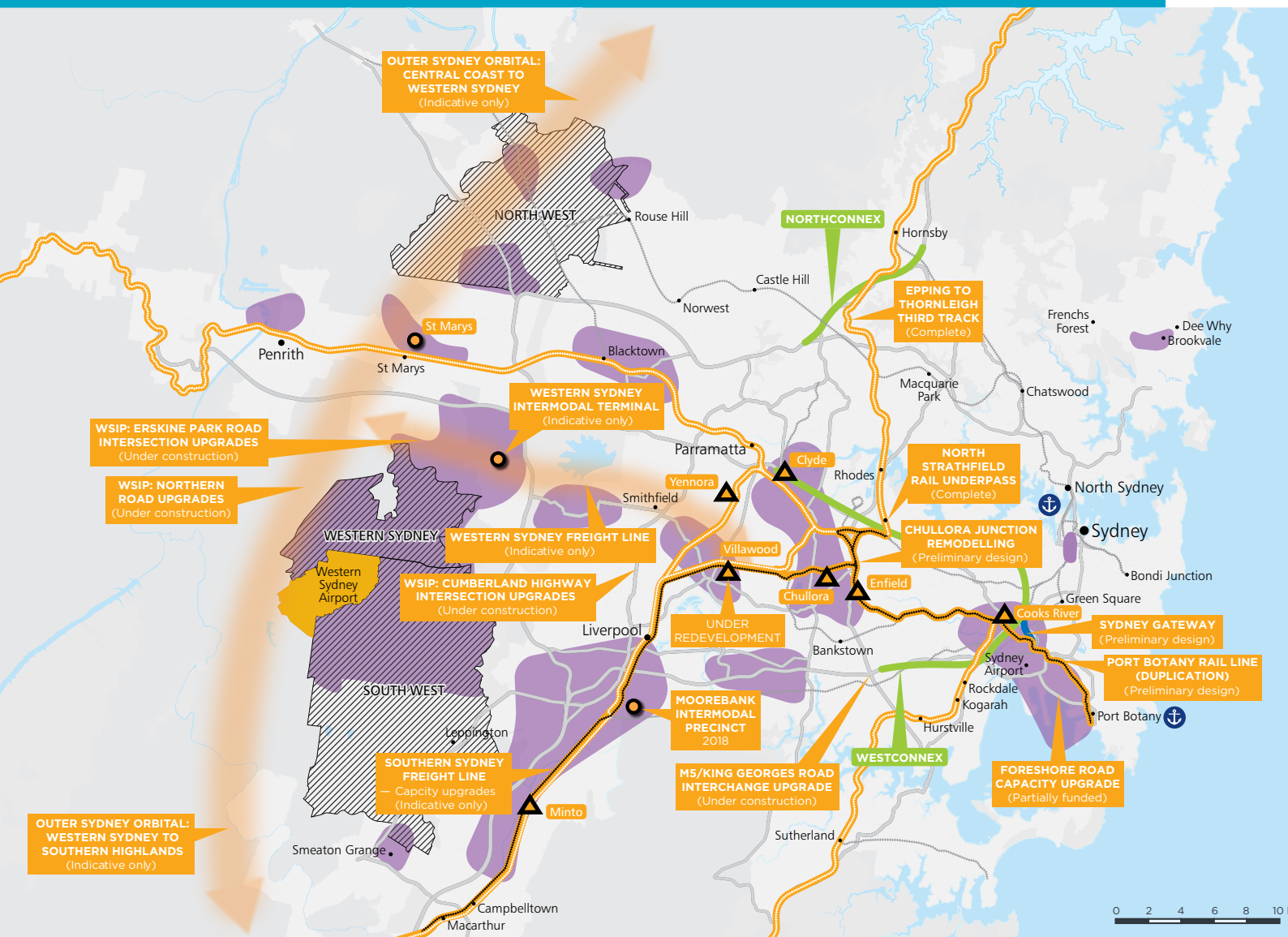


Figure 3-16 Greater Sydney's freight assets

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

Source: Transport for NSW (2016)

### 3.9 Growing the tourism economy

Tourists and visitors enjoy a number of areas of the North District including:

- the north shore of Sydney Harbour, including Luna Park and Taronga Zoo and views to Sydney Opera House and Sydney Harbour Bridge
- stunning beaches and national parks including Manly Beach and travelling by the Manly Ferry, the Northern Beaches to Palm Beach and Barrenjoey Head, Lane Cove National Park, Ku-ring-gai Chase National Park, the Great North Walk and the Hawkesbury River
- retail centres such as Chatswood that attract international visitors.



#### **Action P6: Grow and manage the visitor economy within the District**

We will work with Destination NSW, local governments and other stakeholders to:

- provide supporting evidence to understand future tourism needs
- investigate opportunities to improve Aboriginal cultural tourism
- investigate opportunities to expand business tourism
- develop a comprehensive North District Tourism Transport study to respond to local, national and international tourism markets and improve access to tourism destinations, particularly the Northern Beaches, including:
  - targeted transport responses to key corridors of tourism demand
  - improvements to public transport and cycling routes to facilitate accessibility to areas such as Manly, Palm Beach, Ku-ring-gai Chase National Park, Lane Cove River and National Park, Middle Harbour and Pittwater
- facilitate improved infrastructure and amenities in key centres and tourist destinations, particularly Manly
- develop a clear future for Brooklyn given its potential to attract tourists.









# 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

The North District is home to 886,550 people. People live relatively close to a great range of jobs and high quality health and education facilities. With its setting in bushland, valleys and waterways the liveability of the North District is highly valued by its residents.

People living in the District are close to a good choice of jobs and high quality health and education facilities. There is a high proportion of detached dwellings with areas of apartments concentrated around the rail network, harbour and beaches. There are a greater number of smaller households (couples and single person) than families and the number of smaller households is set to increase in the future as the community ages.

This requires a focus on the type of housing that the District needs as it grows – not just in numbers, but the diversity that can accommodate the District's changing needs.

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

It integrates the planning for new homes and neighbourhoods; walking, cycling and public transport; jobs; sustainability; and heritage and culture. It is founded on our understanding of how the population is changing.

This draft District Plan considers the essential need to supply more housing in the places where people want to live, which will allow people to remain in their communities through different stages of life. This requires a diversity of housing, including adequate affordable and social housing and aged care provision. This draft District Plan addresses the need for good access to education, health and emergency services as well as planning for other services such as crematoria and cemeteries.

Our planning for Greater Sydney aspires to maintain and improve residents' quality of life by increasing accessibility to more jobs and recreation as the District grows. 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 North District Liveability Profile

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

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

### **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 the strategic plans would allow governments, planning authorities and services providers to work together across a common framework to plan for and enhance the District's liveability as our population grows.

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

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

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

This draft District Plan addresses the need for good access to education, health, community and emergency services people require through every stage of their life. It takes a design-led planning approach that focuses on people in order to create more 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 Aboriginal and European heritage and recognises the survival of traditional Aboriginal cultural practices and the thriving contemporary Aboriginal culture and communities within the North District.



## 4.1 The North District's people

Many factors make the North District a great place to live. Community consultation revealed that people feel safe and secure living in the North District and that 75% of residents in the North District consider the liveability of their area to be either 'excellent' or 'very good' – higher than the Greater Sydney average of 66%.

Many aspects contribute to the District's liveability: from Manly's festivals, surf and sailing competitions, to bushwalking and the cultural diversity of places like Chatswood and Eastwood that offer abundant eating and shopping opportunities. The District enjoys clean air and a microclimate tempered by sea breezes given its proximity to the ocean.

The District includes important areas of Aboriginal cultural heritage, many of which are protected in the parks and reserves, while significant historic sites include the Quarantine Station at Manly and Barrenjoey Head.

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

- access to supermarkets and retail (with 69% rating this as 'excellent' or 'very good')
- the availability of good schools and educational facilities (64%)
- the safety of people and their property (62%).

Between now and 2036, the North District will grow by 196,350 people to around 1.083 million, up from around 886,550 – a 1.0% growth rate that compares to 1.6% for Greater Sydney as a whole. This will require new housing, new areas to work and great new places for the growing population.

Although the spread of growth by age will be generally consistent with the Greater Sydney average, in absolute terms the growth will be lower. Significantly, the largest proportional growth will be in the over 85s with the total growth of people over 65 accounting for almost 40% of all the District's growth. This requires significant planning by councils and service providers in terms of local provision of aged care, housing, health support, ageing in place and convenient access to day to day needs.

### 4.1.1 North District age profile

We look at the District's changing age profile to understand how and where we need to plan for people at different stages of their life. This work has helped us to understand that while the District's population will grow at a slower rate than the Greater Sydney average. The greatest proportional growth will be in the 85+ age group, which is expected to almost double. The trend towards a significantly older population profile by 2036 is also significant in terms of growth in the number of people over 65, which accounts for almost 40% of all the District's growth.

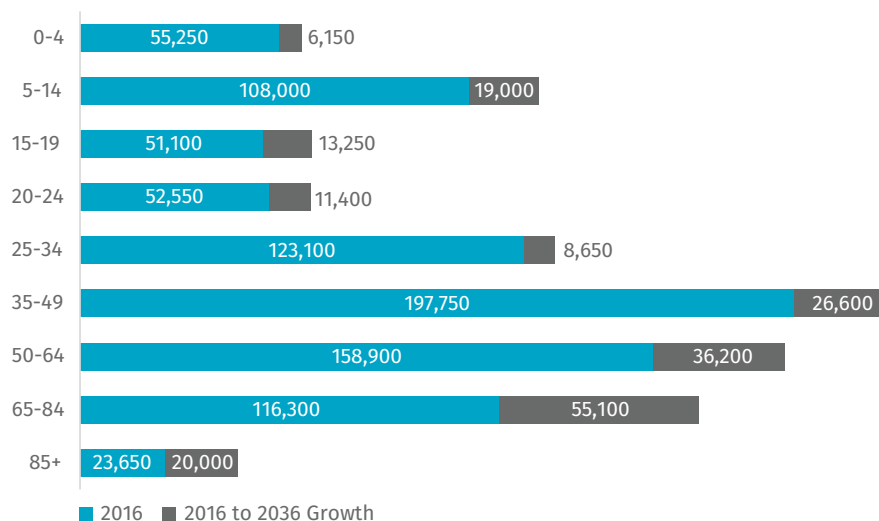
These changes mean planning authorities and service providers need to look at how they can create a more diverse supply of homes, so that people can continue to live in their local area as they age, as well as what kind of health network services are required, and how convenient access to day to day needs can be provided.

Changes to aged care requirements will vary across the District. The Hornsby, Ryde, Ku-ring-gai and Northern Beaches local government areas have the largest projected aggregate growth in the 65-84 and 85+ age groups, while other local government areas, such as North Sydney, Mosman and Hunters Hill will have large percentage increases in the 65+ group.

At the other end of the age spectrum, the 20% growth in school aged children will create demand for school enrolments and necessitate planning for new schools and more innovative use of existing schools. There will also be 11% more babies in 2036, giving rise to increased demand for paediatric services.

The projected growth in school-aged children varies across the District, with the largest increases expected in Ryde, Ku-ring-gai and Northern Beaches local government areas. By contrast, there will be comparatively small aggregate growth in school-aged children in Mosman and Willoughby and a small reduction in Hunters Hill.

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



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

Table 4-1: North District, forecast aggregate and proportional population growth by age group (2016 -2036).

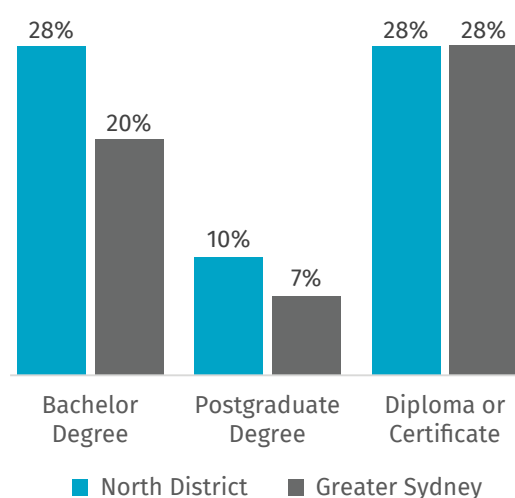
	Aggregate growth 2016-2036							Proportional growth 2016-2036					
	<1	1-4	5-19	20-64	65-84	85+	TOTAL GROWTH	<1	1-4	5-19	20-64	65-84	85+
Hornsby	180	720	4,500	10,750	8,450	3,750	28,350	10%	10%	15%	12%	44%	90%
Hunters Hill	-10	-40	-150	-50	900	700	1,350	-7%	-7%	-5%	-1%	38%	82%
Ku-ring-gai	200	800	6,700	12,700	7,950	2,650	31,000	15%	15%	24%	19%	45%	68%
Lane Cove	150	600	2,900	7,950	2,450	850	14,900	30%	30%	44%	34%	57%	94%
Mosman	-20	-80	200	-400	1,350	850	1,900	-6%	-6%	4%	-2%	29%	89%
North Sydney	120	480	2,300	10,300	4,950	1,450	19,600	15%	15%	35%	20%	56%	132%
Northern Beaches	10	40	4,650	9,600	14,450	5,500	34,250	0%	0%	10%	6%	40%	78%
Ryde	540	2,160	9,400	26,400	10,350	2,850	51,700	36%	36%	51%	35%	71%	93%
Willoughby	60	240	1,750	5,600	4,250	1,400	13,300	6%	6%	14%	12%	49%	82%
NORTH DISTRICT	1,230	4,920	32,250	82,850	55,100	20,000	196,350	11%	11%	20%	16%	47%	85%
GREATER SYDNEY	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

#### 4.1.2 North District population characteristics

A higher proportion of the North District adult population holds a bachelor degree or postgraduate degree than the Greater Sydney average. The District is home to a range of higher education institutions.

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

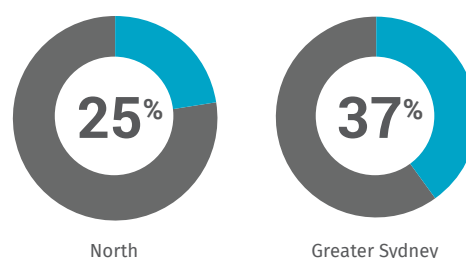


Source: Australian Bureau of Statistics, 2011 Census of Population and Housing

Across the District, average median household incomes are higher than those in Greater Sydney, while the District experiences lower rates of socio-economic disadvantage than much of Greater Sydney. Nevertheless, our Liveability Profile highlights that some neighbourhoods experience greater disadvantage, including pockets in the Hornsby, Willoughby and Northern Beaches local government areas. Aboriginal and Torres Strait Islander people comprise a relatively small proportion of the population (0.3% as compared to 1.1% in Greater Sydney) with most living in parts of the Northern Beaches, Hornsby and Ryde local government areas.

Up to 25% of households speak a language other than English at home, compared to 37% across Greater Sydney with the greatest number of English as a second language speakers living in Ryde and Hornsby.

Figure 4-3: North District English as a Second Language



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

The 2015 Population Health Survey by the NSW Ministry of Health indicates that around 44% of the adult population in North District is overweight or obese. Obesity is a chronic medical condition which is associated with a wide range of debilitating and life threatening conditions. In addition to this, the 2011 Census identified around 27,000 people living with a disability in the North District and projections indicate this will more than double in the next 20 years as the population ages.



### 4.1.3 North District dwelling and household characteristics

The majority of people (56%) live in detached houses. Around one-third live in apartments and 9% in medium density type dwellings (including semi-detached, terrace and row housing). Most detached dwellings (87%) are either owned outright or being purchased, and the majority of apartments (56%) are rented.

The ageing of the population is reflected in the mix of current and projected household types. For example, single person households are projected to increase by 32,800 households, and couple only households by 23,500 by 2036.

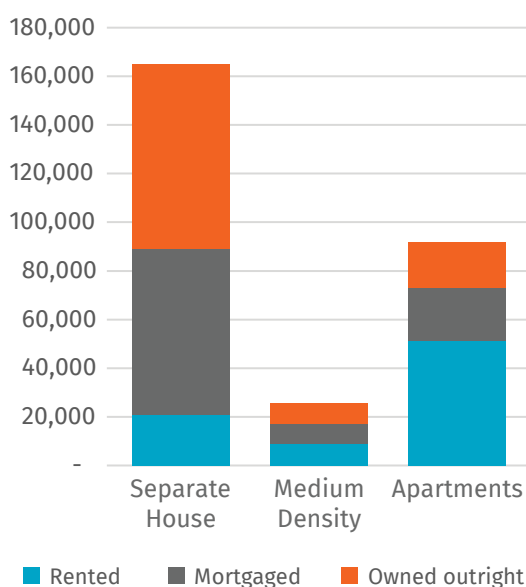
Couples with children will continue as the dominant household type in the North District. By local government area, there is a high proportion of couples with children in Hornsby and Ku-ring-gai, with correspondingly high proportions of detached dwellings (77% and 80% of stock respectively).

Conversely, North Sydney has high proportions of single person (43%) and couple only (26%) households, as reflected in the comparatively higher number of flats, units or apartments (71%).

Housing that can accommodate smaller households – such as terrace, row or courtyard housing and apartment buildings – is in the greatest demand. Our planning for where we locate this housing should consider proximity to public transport, day-to-day needs, health, education, infrastructure and services.

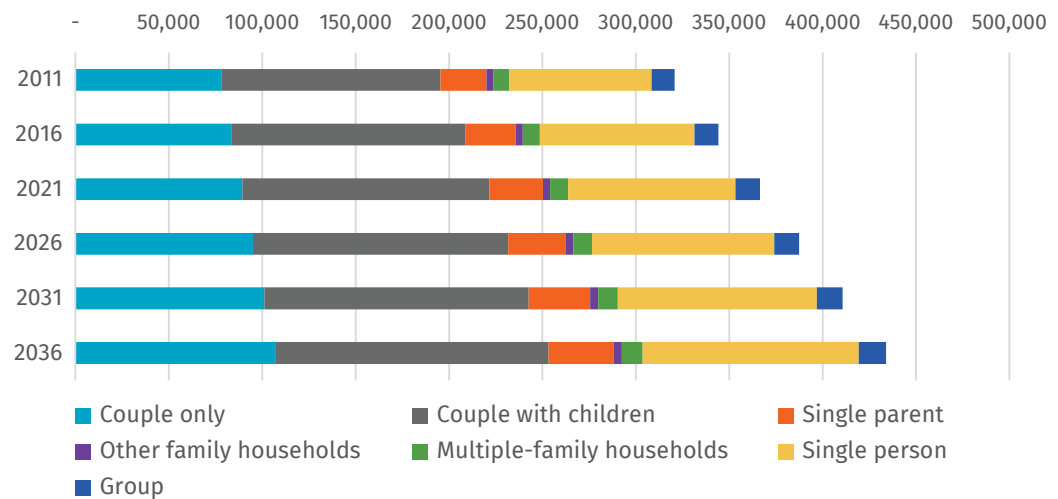
Housing affordability is identified as a significant concern for many residents – our consultation found that only 9% rated the affordability of housing as 'excellent/very good'. This is demonstrably lower than every other District across Greater Sydney. Underscoring this point, data from our evidence base and background studies show that there has been a significant reduction over the last decade of homes that are affordable for households on low to moderate incomes.

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



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

Figure 4-5: North 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. Includes Hornsby Local Government Area pre-12 May 2016 proclamation.



## 4.2 Liveability priorities

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

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

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

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

### Improve housing choice

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

### Improve housing diversity and affordability

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

### Coordinate and monitor housing outcomes and demographic trends

### Create great places in the North District

- 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 North District

- Conserve and enhance environmental heritage including Aboriginal, European and natural
  - Conserve heritage and unique local characteristics
- Foster the creative arts and culture
  - Support 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 North 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.

#### Our approach to the housing continuum

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

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

Figure 4-6: The housing continuum



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

### NSW Government initiatives

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

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

The Department of Family and Community Services is implementing:

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

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

The private sector and agencies such as UrbanGrowth NSW and Land and Housing Corporation also work with councils in the North 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.

Figure 4-7 shows how the Commissions's proposal initiatives align with current NSW Government initiatives.

Figure 4-7: NSW Government and Greater Sydney Commission housing initiatives

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

Source: Greater Sydney Commission 2016

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.

#### 4.3.1 Prepare local housing strategies

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

##### Action L1: Prepare local housing strategies



Councils will prepare local housing strategies and need to consider:

- the planning principles and directions in *A Plan for Growing Sydney*
- capacity to support the five-year housing target
- capacity to support the strategic housing need of the local government area for the next 20 years
- local demographic and socio-economic characteristics
- the local housing market including the feasibility of development for different housing types
- development staging and market take-up rates and how this aligns with demand
- challenges and opportunities relating to infrastructure provision
- urban form and place making
- accessibility of housing to employment opportunities
- ways to address housing diversity that are relevant to the needs of the existing and future local housing market including opportunities for, and blockages to, housing diversity and adaptability
- opportunities to improve housing affordability
- the prospective displacement of affordable housing
- opportunities for additional capacity around strategic and district centres and other areas with good transport connectivity and service provision
- specific local market complexities including addressing ways to incentivise for the provision of larger group homes, smaller homes for singles and couples only, intergenerational homes and medium density housing required by the local community
- consider ways to provide adaptable housing in accordance with design guidelines by Livable Housing Australia.

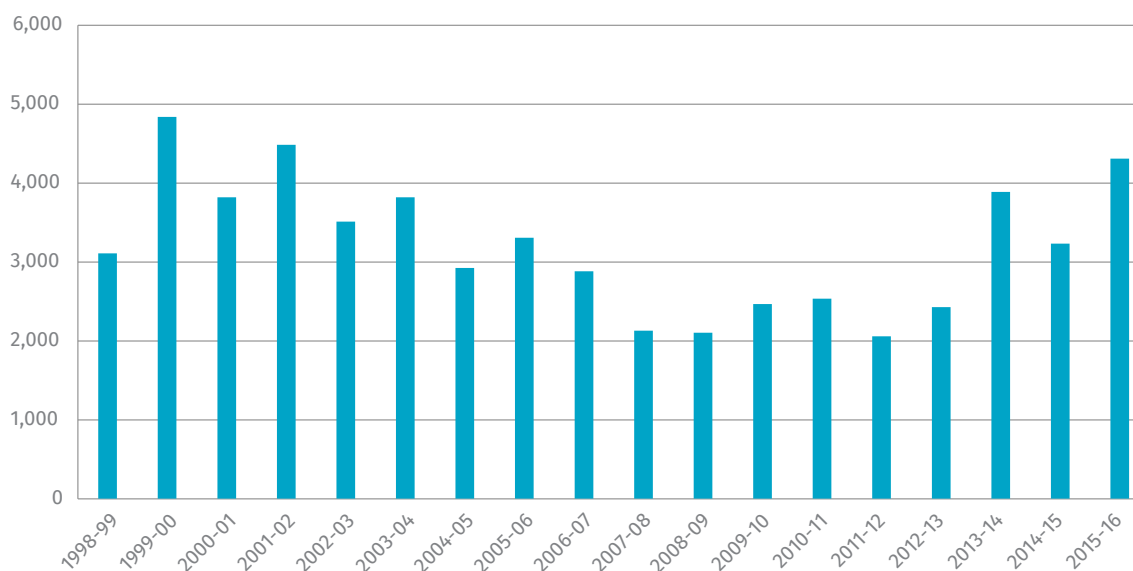


### 4.3.2 Understand the Greater Sydney housing market and demand

To better understand how we can support the supply of new housing across the continuum in the North 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 later in this section provide a discussion on the specific housing markets identified in the North 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, although the North District has experienced fluctuations in the amount of dwelling approvals over the past decade from a high in 1999-2000. 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 along the T1 North Shore train line and Pacific Highway as well as in the vicinity of Ryde.

Figure 4-8: North District dwelling completions 1998/99 to 2015/16



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

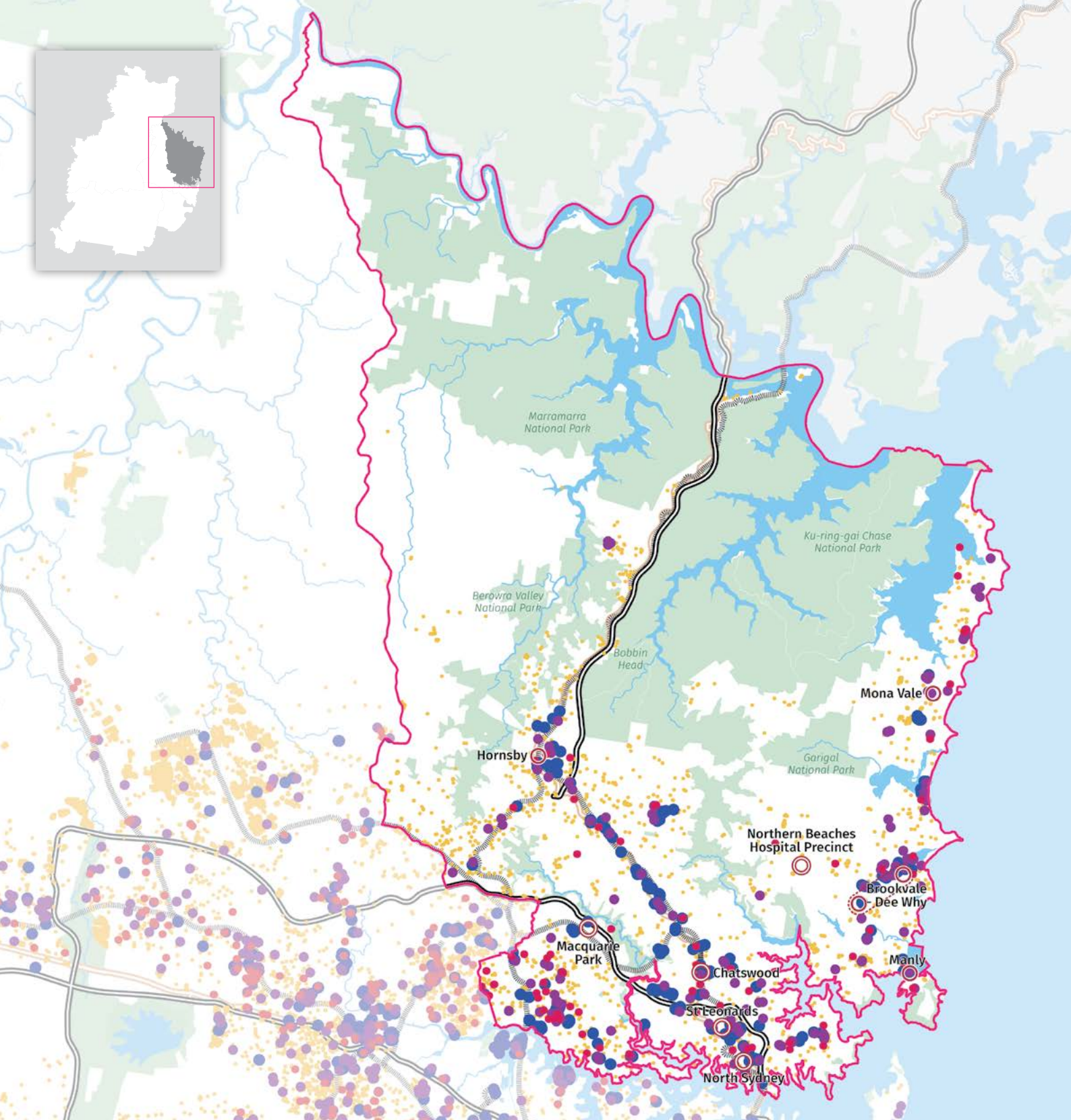


Figure 4-9: North District housing completions (2010/11 to 2015/16)

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

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

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 97,000 additional dwellings in the North District.

We consider this projection a minimum requirement for three reasons:

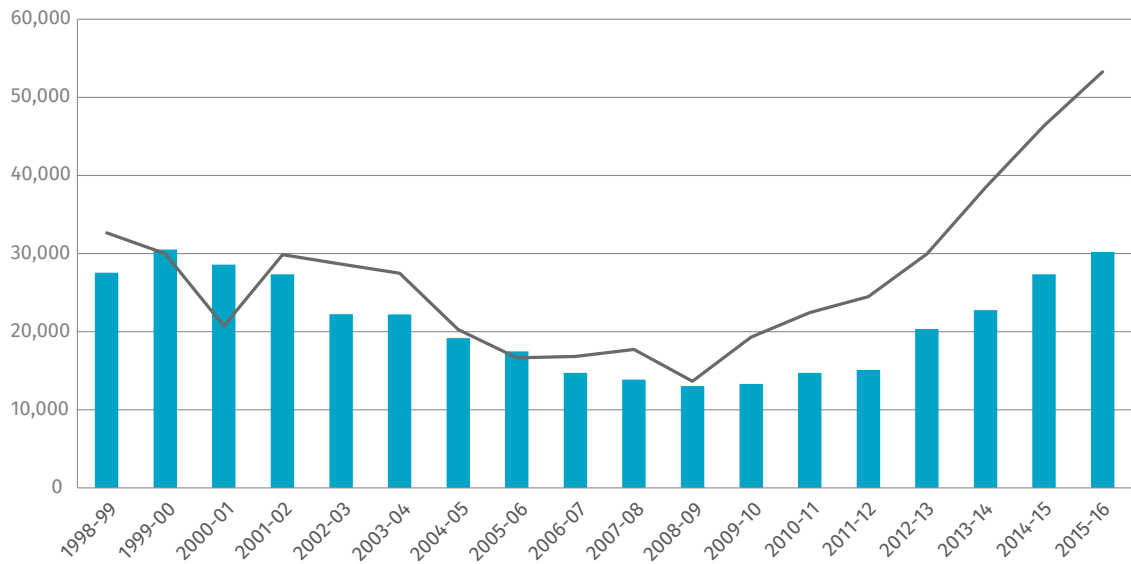
- it is based on the medium population growth scenario and if current trends continue, there is a prospect that a higher growth scenario could transpire leading to greater housing demand over the 20-year period of this draft District Plan

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

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

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.

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 Greater Sydney Region



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

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 for the 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 North District are explored 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. For this reason we have investigated what this means for the North 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.

### **North District Market Areas (Figure 4-11)**

In the North District these areas are:

- Northern Beaches, aligned with the Northern Beaches Local Government Area
- North Shore, from the northern shore of Sydney Harbour to the northern most point of the Ku-ring-gai Local Government Area and focused around the T1 North Shore train line
- Central North, from Parramatta River through Ryde and Hornsby in a north-south corridor around the T1 Northern train line
- Rouse Hill – Dural, of which a small part lies in Hornsby Local Government Area.



Figure 4-11: North District housing market areas

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

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

The Department of Planning and Environment's projections of population and household growth in North District for the next five years translates to a dwelling need of 24,100 dwellings (including Epping in the former Hornsby Local Government Area).

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 North 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, we have 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 enabling planning controls through to development assessment), infrastructure provision and the continuation of current market conditions and industry's critical role in delivery.

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

Local Government Area	2016-2021 Housing Target
Hornsby	4,350
Hunters Hill	150
Ku-ring-gai	4,000
Lane Cove	1,900
Mosman	300
North Sydney	3,000
Northern Beaches	3,400
Ryde	7,600
Willoughby	1,250
<b>North District Total</b>	<b>25,950</b>

Source: Greater Sydney Commission, 2016



These targets are supported by NSW Government programs that increase capacity and supply including Priority Precincts, Urban Growth Transformation and Communities Plus projects.

There are several significant projects that currently provide capacity for housing supply in the short term. These include:

- **North Ryde Station Priority Precinct:** which will help to provide new parks and open space, walking and cycling links, community facilities, and 3,000 new homes and 1,500 jobs within a 10-minute walk of existing and enhanced public transport. The precinct was rezoned in 2013. Construction has commenced.
- **Macquarie University Station (Herring Road) Priority Precinct:** which will deliver up to 5,800 new homes by 2031 and includes the redevelopment of Ivanhoe Estate. The rezoning proposal for the precinct was finalised in September 2015. Development will be staged over the next 10 to 20 years.

The NSW Government is also accelerating the capacity for housing supply across the District through the following projects:

- **Cherrybrook Station Precinct:** which is part of the Sydney Metro Northwest Priority Urban Renewal Corridor to maximise access and opportunities for more housing and jobs
- **Ingleside Precinct:** in the Northern Beaches Local Government Area.

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



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

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

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

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

#### **4.3.4 Establish the North 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 now, through the preparation of local or district 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: North District minimum 20-year housing target (2016 – 2036)

	Minimum 20-year housing target 2016 - 2036
North District*	97,000
<b>North District Total</b>	<b>725,000</b>

**Note.** \*Includes Epping which is now part of Parramatta City Local Government Area

Source: Department of Planning and Environment, 2016 NSW 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 State 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 review of *A Plan for Growing Sydney* to be further developed in 2017. This process will also help us to establish a new and specific 20-year strategic target to 2036 for each local government area in 2017 and continue to inform our infrastructure priority list and advice to government.

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

A framework to guide this process is set out in the following section and Section 4.3.6 provides preliminary analysis of these areas based on our initial research and investigations, while 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 Plan's 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 for new housing focus in existing and new centres with frequent public transport that can carry large number of passengers – meaning that more people live in areas that provide access to jobs.

*A Plan for Growing Sydney* identifies possible urban renewal corridors, providing guidance as to the locations of urban renewal. These opportunities need to be investigated to provide capacity for new housing in the medium and longer term. The need for this additional capacity is greatest in the North and Central Districts.

In addition to the general guidance provided in *A Plan for Growing Sydney*, we propose 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 will 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 types (one, two, 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 potential area and existing nearby areas.
- 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.



Photo credit: Calder Flower Architects

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

Over the last 10 years local government studies have investigated opportunities to increase capacity for housing supply in the North District including:

- Hornsby Shire Housing Strategy (2011)
- Lane Cove Village Structure Plan (2008)
- Manly Housing and Employment Targets Report (2011)
- Mosman Residential Development Strategy (Updated 2016)
- North Sydney Residential Development Strategy (2011)
- North Sydney Local Development Strategy (2011)
- Pittwater Local Planning Strategy (2011)
- Ryde Local Planning Study (2010)
- St Leonards Strategy (2006)
- St Leonards South Master Plan (2014)
- St Leonards/ Crows Nest Planning Study (2012 - Precinct 1) and (2015 - Precincts 2&3)
- Warringah Draft Housing Strategy (2011)
- Willoughby Structure Plan (2010).

Projects in the investigation phase include:

- St Leonards and Crows Nest Station Precinct in Willoughby, Lane Cove and North Sydney Local Government Areas
- Macquarie Park Investigation Area, Ryde Local Government Area
- Northern Beaches Hospital, Northern Beaches Local Government Area.

The potential capacity generated by these areas will help address housing supply capacity over the medium term. More details on the St Leonards and Crows Nest Precinct and Macquarie Park Investigation Areas is available on the Department of Planning and Environment website.



#### 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:

##### Hornsby Local Government Area

Council will:

- monitor and support the delivery of Hornsby's five-year housing target of 4,350 dwellings, recognising significant growth at West Hornsby and the potential along Pennant Hills Road
- investigate local opportunities to address demand and diversity in the short to medium term with a particular focus on rail corridors.

##### Hunters Hill Local Government Area

Council will:

- monitor and support the delivery of Hunters Hill's five-year housing target of 150 dwellings recognising limited opportunities for additional housing under current settings
- investigate opportunities for additional housing at local centres and close to transport in the short to medium term.

##### Ku-ring-gai Local Government Area

Council will:

- monitor and support the delivery of Ku-ring-gai's five-year housing target of 4,000 dwellings recognising significant growth along the Pacific Highway
- work with the Commission and Transport for NSW to identify urban renewal opportunities on the T1 North Shore rail line corridor
- investigate local opportunities to address demand and diversity in and around local centres and infill areas.

**Lane Cove Local Government Area**

Council will:

- monitor and support the delivery of Lane Cove's five-year housing target of 1,900 dwellings recognising significant growth in the precinct adjacent to St Leonards
- progress the priority precinct investigations at St Leonards/Crows Nest with Department of Planning and Environment
- work with the Commission and Transport for NSW to identify urban renewal opportunities that connect to Sydney Metro
- investigate local opportunities to address demand and diversity in and around local centres and infill areas.

**Northern Beaches Local Government Area**

Council will:

- monitor and support the delivery of Northern Beaches' five-year housing target of 3,400 dwellings
- progress the proposed Priority Growth Area program at Ingleside with the Department of Planning and Environment
- work with the Commission to improve accessibility and urban renewal opportunities for employment and housing at Northern Beaches Hospital
- work with the Commission and Transport for NSW to identify the need for housing diversity and infrastructure capacity to inform Council's preparation of a local housing strategy in the short to medium term
- investigate local opportunities to address demand and diversity in and around local centres and infill areas.

**Mosman Local Government Area**

Council will:

- monitor and support the delivery of Mosman's five-year housing target of 300 dwellings, recognising limited opportunities for additional housing under current settings
- work with the Commission and Transport for NSW to identify urban renewal opportunities associated with investment in transport
- investigate local opportunities to address demand and diversity in and around local centres and infill areas.

**North Sydney Local Government Area**

Council will:

- monitor and support the delivery of North Sydney's five-year housing target of 3000 homes
- progress priority precinct investigations at St Leonards/Crows Nest with the Department of Planning and Environment
- work with the Commission and Transport for NSW to identify urban renewal opportunities that connect to Sydney Metro
- investigate local opportunities to address demand and diversity in and around local centres and infill areas.

**Ryde Local Government Area**

Council will:

- monitor and support the delivery of Ryde's five-year housing target of 7,600 recognising significant growth in the precinct at North Ryde and Herring Road
- progress priority precinct investigations at Macquarie Park with the Department of Planning and Environment
- work with the Commission and Transport for NSW to identify urban renewal opportunities that connect to Sydney Metro
- investigate local opportunities to address demand and diversity in and around local centres and infill areas.

**Willoughby Local Government Area**

Council will:

- monitor and support the delivery of Willoughby's five-year housing target of 1,250 dwellings, recognising significant growth under the local environmental plan
- progress the priority precinct investigations at St Leonards/Crows Nest with the Department of Planning and Environment
- work with the Commission and Transport for NSW to identify urban renewal opportunities that connect to Sydney Metro
- investigate local opportunities to address demand and diversity in and around local centres and infill areas.



#### 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

Dwelling completions in the North District over the past five years show a mix of new apartments and detached dwellings. Detached dwellings are more prominent in local government areas that are further from the Sydney City, such as Hornsby, Ku-ring-gai, Hunters Hill, the former Pittwater Council, Ryde and Warringah.

The North 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.

Due to planning context and recent economic conditions there has been significant supply of apartments in the North District and this is expected to continue. This provides transitional housing for seniors and more affordable homes for young people. However, they do not supply the full range of housing types. More medium density row, terrace and villa homes are also required to provide greater diversity. In addition, the North District's increasing proportion of older people and people with a disability will require the delivery of additional smaller homes, group homes, adaptable homes and aged care facilities.

This projected growth in people aged 65+ in the North 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 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 drive more appropriate planning responses.

Councils will need to consider the needs of the local population base on their 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 NSW Government and the Department of Planning and Environment will:

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



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

When preparing local environmental plans, relevant planning authorities will need to consider the needs of the local population base on their local housing strategy and how to align local planning controls that:

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

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

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

Our planning should support adaptable housing that can be easily modified to become more accessible to accommodate people who are ageing or living with a disability. Adaptable housing can better accommodate these needs where it confirms with 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.

#### **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.

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.

#### 4.4.3 The affordable housing challenge

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 North District and more broadly for Greater Sydney.

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

More broadly, 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 that offers different price points and can help improve affordability. However, housing supply and diversity are only part of the solution, and an Affordable Rental Housing Target complements these approaches to the affordable housing challenge.

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

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

#### 4.4.4 Deliver Affordable Rental Housing

##### Affordable Rental Housing Targets

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

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



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

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

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

- provide additional rental opportunities (in urban renewal and land release 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 essential workers to live close to their work
- support a mix of household types within communities
- support the transition out of social housing
- support development of the community housing sector.

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

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

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

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

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

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



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

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

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

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

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

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

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

### Action L5: Independently assess need and viability



We will work with industry, community housing providers and the Department of Planning and Environment to enable clear and consistent implementation of the 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 or district housing strategies.

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



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

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



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

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



To address housing affordability more broadly, we will work with councils, industry, financial institutions and relevant State agencies 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 North District

The North District has the lowest proportion of social housing in Greater Sydney. In 2011, there were 5,850 households in social housing, representing 2% of the District's households. There are clusters of social housing at Marsfield, Macquarie Park (Ivanhoe) and Narraweena.

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.

Communities Plus is based on an asset management framework that leverages the value of the existing portfolio to accelerate supply.

Communities Plus will redevelop existing social housing estates by engaging private sector developers and Community Housing Providers to design, fund and build affordable, social and private housing. As each development is completed, new social housing properties are handed back to the Department of Family and Community Services as payment for the land, making the program entirely self-funded.

Community Housing Providers will manage the social housing properties and own and manage the affordable housing component, further developing this emerging sector of our economy. Development will be designed to meet tenant needs.

Currently, many social housing sites are subject to zoning allocations based on historical land use, rather than reflecting the density uplift and floor space ratios of surrounding developments. The Commission and the Department of Planning and Environment are working with Family and Community Services, councils, Transport for NSW and other State agencies to maximise outcomes for the Communities Plus projects and thereby the residents of Greater Sydney.



The North District will continue to require social housing, and much of this provision will come through Communities Plus. One of the four Communities Plus initiatives underway in Greater Sydney is at the 8.2 hectare Ivanhoe Estate at Macquarie Park. It currently accommodates 259 social housing dwellings that will be transformed into an integrated

community of 2,500 homes including more social housing mixed with affordable and private housing.

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

The Ivanhoe Estate was rezoned as part of the Macquarie University Station (Herring Road) Priority Precinct. The Precinct optimises the use of existing and planned infrastructure and is well located for rail and bus services. It also has easy access to a major shopping centre, includes a top-ten university campus and is close to a growing local jobs market.

World-class urban design, community-based place making and quality facilities will support a vibrant, cohesive and sustainable community of 556 new social housing dwellings and at least 128 affordable housing dwellings together with 1,900 private dwellings.



Source: Land and Housing Corporation 2016



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

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

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

Planning proposals should consider this priority as appropriate.

#### **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 greenfield 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**



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

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

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

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

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

The Department of Planning and Environment also prepares demographic projections and provides advice on demographic trends. Population projections that accurately describe projected changes in population characteristics like age and household type also inform 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.

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



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

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

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

## 4.6 Create great places in the North District

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

Enhancing the great places in the North District requires protecting and, where possible, enhancing these highly valued liveability characteristics, and managing 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.

*'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 design consultant*

### 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.

Cities and towns must accommodate and provide access to opportunities for all. Urban design should provide equitable access to housing, employment, public transport, public space and social opportunities.

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

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

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

**Principle 5: Functional, responsive and fit for purpose.** As the setting for our daily lives, the urban environment must work well for a wide range of purposes.

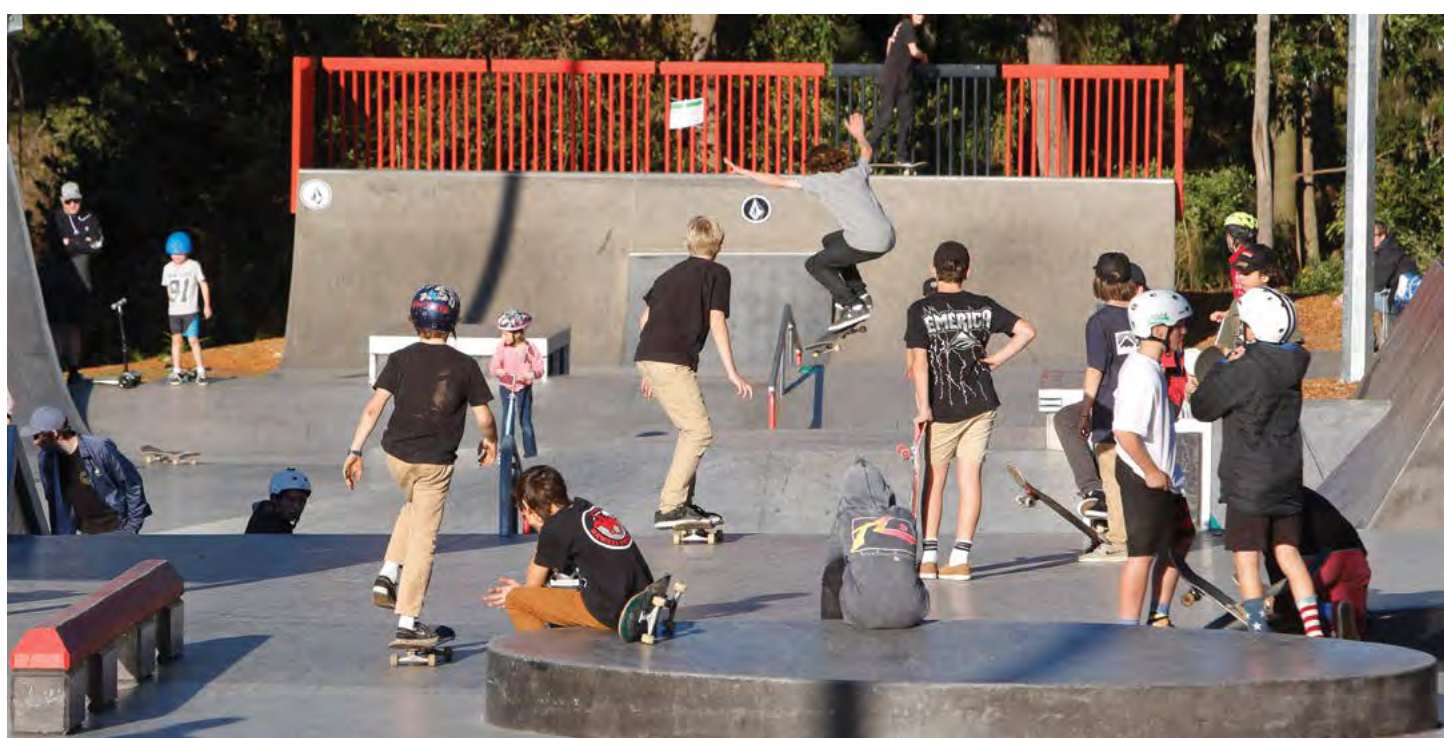
Urban design can influence the functionality and workability of urban areas permanently, and so design quality at the outset is essential.

**Principle 6: Value-creating and cost effective.** Substantial investment goes into the urban environment and infrastructure from a range of sources.

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

**Principle 7: Distinctive, visually interesting and appealing.** For most people the urban environment is where we live our daily lives.

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



The 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'*.

#### 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 can 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.

The North District is home to many diverse cultures, each with differing social norms. Respect and collaboration are essential for community cohesion. Well-designed public spaces can facilitate opportunities for social interaction.

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

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



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

These characteristics of healthy safe environments can encourage more active lifestyles helping to reduce obesity and the rate of chronic illnesses such as diabetes and cardiovascular disease. This is especially important for the long-term health of North residents.

#### **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 5: Facilitate the delivery of safe and healthy places**

Relevant planning authorities should:

- facilitate the development of healthy and safe built environments
- consider the inclusion of planning mechanisms such as floor space bonuses to incentivise the provision of:
  - 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.

Cars are the dominant mode for all trips to, from and within the North District. Even for short trips under five kilometres just 30% of trips are taken on foot. Car travel is dominant for all distances travelled, particularly for trips of 5-10 kilometres, with 83% of all trips being vehicle driver or passenger.

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 interconnected networks of footpaths and bicycle paths can connect people to these places while also increasing activity levels and reducing congestion.

Transport for NSW is developing a Walkability Tool that will assess every location throughout Greater Sydney and help identify those areas that require investment in the walking environment. Walkability is based whether a location has footpaths and crossings, how many vehicles are on the road and the speed they're travelling, the distance and directness of walking routes, and how easy it is to connect to transport services and destinations.

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, barrier-free travel between centres. Routes will be separated from motor vehicles and pedestrians and local bicycle routes will connect in to form a finer grain cycling network.

The Principal Bicycle Network routes connecting the North District are:

- Palm Beach to North Sydney: connecting to Mona Vale, Dee Why, Brookvale and Neutral Bay
- Hornsby to North Sydney: connecting to Chatswood and St Leonards
- Chatswood to Macquarie Park
- Chatswood to Dee Why: connecting to the Northern Beaches Hospital Precinct
- Lane Cove to Pyrmont
- Macquarie Park to Parramatta
- North Sydney to the Sydney CBD.

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



**Liveability Priority 6:  
Facilitate enhanced walking and  
cycling connections**

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

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

## 4.7 Foster cohesive communities in the North District

For residents of the North District, the most important factors in making the area a great place to live are safety, public transport and cost of living. Residents also value a positive community feel and spirit – they believe this gives people in the area a shared appreciation of the natural environment and local facilities. A number also believe the relaxed nature of their area and outdoor spaces contributes to a village feel where people are friendly and get along.

We heard that residents value local village hubs, farmers' markets and events, and many people want more local social and cultural activities. Many people describe a sense of belonging where people are accepted regardless of their race, culture, financial status or age. They talked of welcoming newcomers, respect, harmony, trust and knowing your neighbour.

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

By collaborating across the creative arts, business and communities we can foster cultural development and expression across the District. By protecting and enhancing existing access to natural landscapes, parks, sportsgrounds and recreation facilities we can encourage more active lifestyles. We will 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 in the following sections.

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

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 identifying and protecting the elements of a place that are highly valued by a community.

The North District's rich Aboriginal, cultural and natural heritage reinforces our sense of place and identity. This includes items listed on the State Heritage Register such as the Sydney Harbour Bridge, Aboriginal Place listings, rock art sites and middens and conservation areas comprised of Victorian and Federation architecture.

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 significant stories and cultural places in the District.

Places and items of heritage significant 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.

Also important to the District's natural and cultural heritage values is its biodiversity and history, reflected through its landscape and rural areas. Our planning should enhance and protect diverse landscapes including Sydney Harbour National Park, West Head, the Northern Beaches, water catchment areas and ridgelines.

This draft District Plan recognises that development must be more than sympathetic to the District's heritage – it must enhance it. Heritage offers a point of difference that fosters connected communities and local vitality and planning should look at opportunities to adapt character and heritage buildings to new uses in a way that interprets heritage and history to maintain pride of place through the development process.

Our heritage offers a point of difference that fosters connected communities and local identity. Opportunities to adaptively re-use character and heritage buildings through the development process should be used to protect and enhance places, spaces and qualities valued by the local community.

#### Action L13: Conserve and enhance environmental heritage including Aboriginal, European and natural



To support high quality urban design and healthy places, the Office of Environment and Heritage,

Department of Planning and Environment, and Aboriginal Affairs will collaborate to map Aboriginal-owned lands, places of significance, local community organisations and public art and place making projects and events celebrating Aboriginal history.

Relevant planning authorities need to identify, assess, manage and protect the heritage which underpins the community's pride of place. The Commission will work with the Office of Environment and Heritage and councils to identify and share best practice in restoration, alterations, additions and adaptation of heritage items.



#### Liveability Priority 7: Conserve heritage and unique local characteristics

Relevant planning authorities should:

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

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



#### 4.7.2 Foster the creative arts and culture

The North District's cultural, sport and entertainment facilities include The Ensemble Theatre, Manly Art Gallery and Museum, Kuring-gai Art Centre, Wallarobba Arts and Cultural Centre, Mosman Art Gallery and Community Centre, Cremorne Orpheum, Roseville Cinema, Scotland Island Community Centre, Berowra Community Centre – performing arts, Avalon Annex and Willandra Art Gallery in Ryde.

The events and activities that operate through these and many other local arts and cultural facilities help the North District's residents to connect, celebrate and identify with one another.

The public domain is an important place for cultural exchange through public art, cultural programs and festivals. Many organised locally and are enhanced by collaboration and partnerships across the District. Neighbourhood street fairs, festivals, fetes, indoor and outdoor exhibitions, workshops and community markets provide important opportunities for people of all ages and walks of life to experience and participate in arts and culture. Examples include Manly Jazz Festival, Northern Beaches Music Festival, Narrabeen Lakes Festival and Ryde Rivers Festival. The work of local volunteers and support organisations across the District is further evidence of a strong community spirit.

Arts and cultural policy, investment and actions should be well integrated into urban development. This can be achieved through planning proposals for urban renewal areas and priority precincts that enhance access to the arts in all communities and nurture a culture of art in everyday local spaces.

This District Plan builds upon Action 3.4.1 of *A Plan for Growing Sydney* to develop Greater Sydney as an international arts and cultural destination and to integrate arts and cultural policies and investment with broader development and urban renewal efforts across the city.

During the review of *A Plan for Growing Sydney* and the finalisation of the North 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 North District. This will assist us to work towards better access to the art for all communities across Greater Sydney and will consider:

- the provision of community infrastructure (library/hubs) in planning for improved places
- delivering a diverse range of night-time activities in appropriate places
- cultural diversity as a tourism attraction
- cultural events
- cultural and environmental assets including Sydney Harbour National Park.



#### Liveability Priority 8: Support 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.

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 has identified that people who are not physically active are almost twice as likely to die from coronary heart diseases as those who are. As such, increasing the level of physical activity in the community is likely to have a major impact on public health.

Our planning should focus on allowing many activities to occur in the District's recreation spaces. We also need to look at turning over 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 North District sport and recreation participation strategy and sport and recreation facility plan



The Office of Sport will coordinate and support collaboration between councils to develop a Sport and Recreation Participation Strategy and a Sport and Recreation Facility Plan for North 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 North District to 2036, a more clearly articulated governance system for the shared use of community resources could be a game changer for Greater Sydney.

By working with State agencies and local government we can identify assets that are available for complementary community use and investment. One example of this is the opportunity for government and non-government schools to collaborate with local government to access school facilities and open space. Shared use of resources could extend to:

- schools' open space resources
- community facilities such as meeting rooms, gymnasiums or art facilities
- private open space resources such as swimming pools and golf courses
- services (waste, access, recycled water) for multiple buildings within a street frontage.

#### Shared spaces: Pilot project

The Hills Shire and NSW Department of Education are collaborating on a pilot project that seeks to allow shared use of government school facilities with the broader community.

While the approach taken in The Hills Shire will not fit all local communities, it is a major step forward in the process of providing better utilisation of public assets.

Across Greater Sydney this approach might provide opportunities to better integrate schools with local communities, particularly in dense urban environments where there are competing land use constraints and growing demands for access to open space and community facilities.

#### Action L15: Support planning for shared spaces



To support sharing of spaces we will:

- collaborate with State agencies, non-profit organisations, private providers and communities to identify opportunities for the shared use of community and school facilities
- support the NSW Department of Education's preparation of a joint venture template that will include the shared use of school playgrounds and other spaces
- where requested, provide strategic planning advice prior to sale regarding alternative uses of surplus government-owned land including schools.



#### Liveability Priority 9: Share resources and spaces

Relevant planning authorities should facilitate 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 to be demonstrated in any relevant planning proposal.

## 4.8 Respond to people's need for services

In accordance with Action 3.1.1 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 to support Greater Sydney's liveability. 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 delivery of these services.

### 4.8.1 Education infrastructure

In 2016, government schools in the North District accommodate more than 83,000 students representing 61% of the student population. In turn, just under 55,000 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 29,000 or 21% based on the current enrolments in government and non-government schools.

As the population grows, the design and configuration of schools may need to change as land becomes scarcer and schools and other social infrastructure may need to be co-located with other services.



Table 4-4: Actual (2016) and projected (2026 and 2036) NSW public school students for North District

School Level	2016	2026	2036	2016-2036	Change
Government Primary	54,250	60,100	63,800	9,550	18%
Government Secondary	29,000	33,600	36,600	7,600	26%
Government subtotal	83,250	93,700	100,350	17,100	21%
Non-government Primary	22,950	25,500	27,100	4,150	18%
Non-government Secondary	31,250	35,950	39,250	8,000	26%
Non-government Subtotal	54,250	61,450	66,300	12,050	22%
Total	137,500	155,150	166,650	29,150	21%

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, existing secondary schools are evenly distributed from east to west as illustrated in Figure 4-12 and Figure 4-13. Within the District, schools are concentrated in more densely populated areas in the south and east. A total of 149 government schools have high utilisation rates. More specifically, available primary school places are limited across the District and a number use demountable classrooms. Secondary school utilisation rates are more variable, with current student capacity at Hunters Hill, Manly and Pittwater secondary schools.

Recent major investment in government schools include:

- funding for Artarmon Public School, Curl Curl North Public School, Harbord Public School, Manly Vale Public School and Willoughby Public School
- a new primary school at Smalls Road in Ryde
- commitment to a new school at the UTS Lindfield site, and
- upgrades to high schools in Chatswood, Cherrybrook, Cammeraygal and Willoughby.

Table 4-5: Count of schools by school type and sector for North District, (2016)

School Type	NSW Public Schools	Catholic	Independent
Primary	102	38	25
Secondary	34	15	6
Combined (K-12)		4	42
School for Specific Purposes	11	2	7
Environmental Education Centre	2		
Total	149	59	80

Source: NSW Department of Education, 2016, 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.

If no additional classrooms were to be provided until 2036 there will be significant shortfalls based on projected changes in the primary and secondary school aged population. There is significant increasing demand in North Sydney, St Leonards, Ingleside, Ryde, Hornsby, Manly 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 10: Support innovative school planning and delivery**

Relevant planning authorities should give due consideration to:

- innovative land use and development approaches including:
  - using travel management plans, that identify travel options, to reduce car use
  - enabling the development and construction of schools as flexible spaces, so they can facilitate shared use and change over time to meet varying community need
- the inclusion of planning mechanisms that would incentivise the:
  - development of new schools as a part of good quality and appropriate mixed use developments
  - the shared use of facilities between schools and the local community including playing fields and indoor facilities, so they can meet wider community needs.

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

#### **Action L16: Support planning for school facilities**



To better support planning and decision making across education, providers and relevant planning authorities the Department of Planning and Environment will:

- continue to release 20-year projections of the student population in the District
- annually release housing forecasts showing where and when school catchments will be affected by growth
- monitor housing completions in new growth areas to confirm where student populations are growing
- work with NSW Property and the Department of Education to identify the strategic potential of key government sites

- support the creation of a joint forum for government and non-government school sectors to work collaboratively to plan for future growth and change.

#### **4.8.3 Plan for the provision of early education facilities**

Demand for early education and child care facilities will also increase in the North District given the expected 6,150 new babies and toddlers that will reside in the District by 2036. Planning for these facilities in existing communities will increasingly require innovative approaches to the use of land and floor space, including co-location with compatible land uses such as primary schools and office buildings.

In order to meet the increasing demand for child care and early education facilities, the Department of Planning and Education is working jointly with other government and non-government agencies to improve the quality and availability of early childhood education and care facilities by streamlining the planning system and aligning it to the National Quality Framework for Early Childhood Education Care. Out of school hours childcare is essential for jobs growth and is 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 North District is also multicultural and while older people will make up a greater proportion of residents in the future many other sectors of the community also require socially, culturally and age appropriate service provision.

The North District has considerable demand for targeted youth services and facilities. Age appropriate cultural, social and employment facilities are important to support our youth and address issues such as mental health, homelessness, pre-employment training and job readiness in a socially appropriate manner.



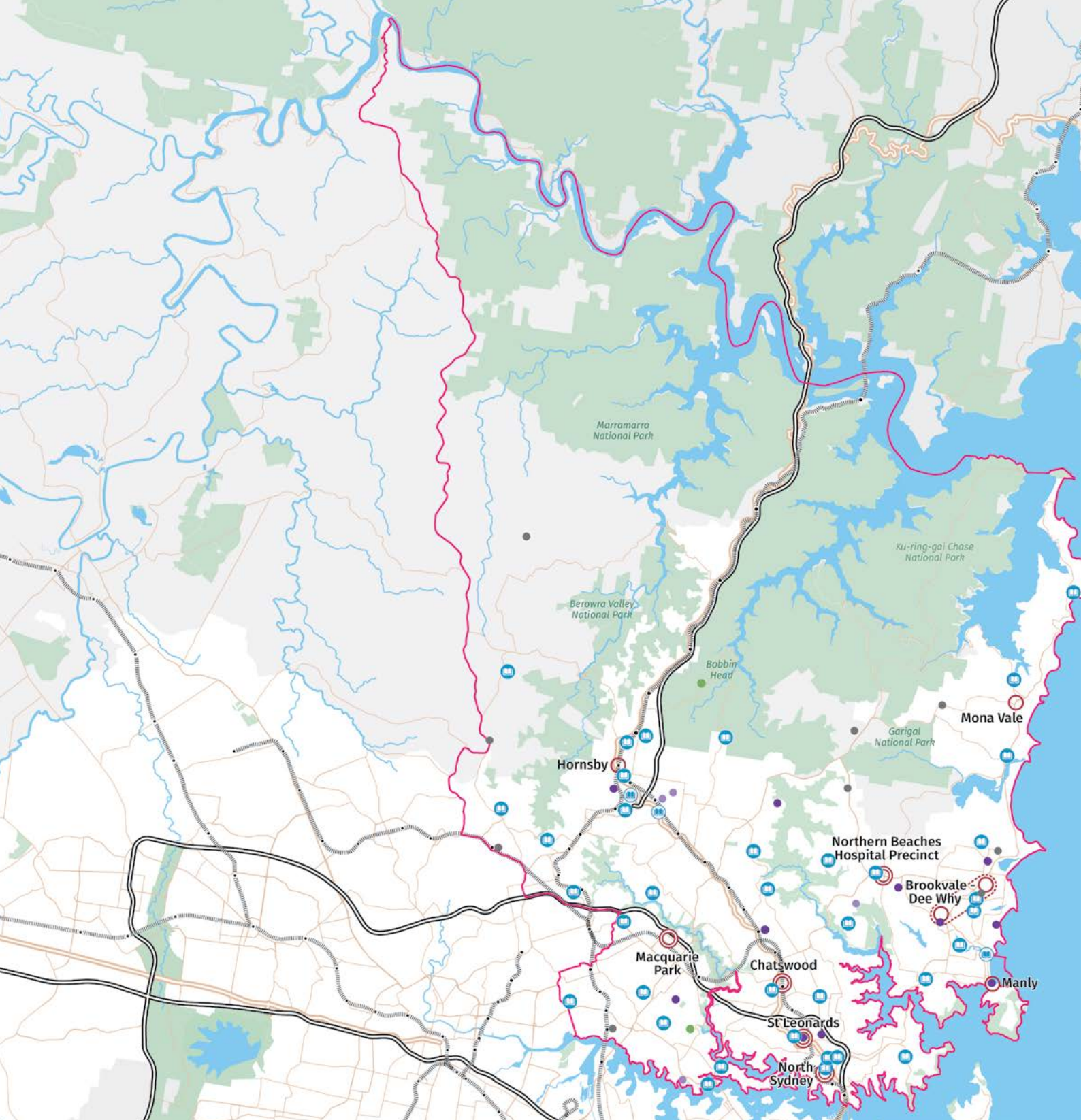


Figure 4-12: Secondary schools in the North District (2016)

	Strategic Centre		Government Environmental Education Centre		Metropolitan Rural Area		Motorway
	District Centre		Government School for Specific Purposes		National Parks and Reserves		Highway
	District Boundary		Non-Government Special School		Waterways		Roads
	Government Secondary Schools		Non-Government Combined School		Railway		
	Non-Government Secondary Schools		Urban Area		Railway Station		

Source: NSW Department of Education, 2016, Catholic Education Commission, 2016

#### 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, we see targeted health and education services and child care and aged care services as priorities, but would collaborate with the diverse Aboriginal communities of the North District 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 as identified by these providers.

#### Action L17: Support the provision of culturally appropriate services



The Commission and Department of Aboriginal Affairs will establish an ongoing engagement forum with Greater Sydney's Aboriginal community in order to better inform our planning. This will include representatives from Aboriginal Land Councils, Aboriginal youth and students, and Aboriginal service providers. Together, we will prepare and agree on an engagement strategy and focus on deliverable actions that align with Aboriginal community aspirations in each District. Through this approach information can be provided to relevant planning authorities to support planning outcomes for the Aboriginal community.



#### Liveability Priority 11: Provide socially and culturally appropriate infrastructure and services

Relevant planning authorities should:

- collaborate with Federal and State agencies and service providers to integrate local and District social infrastructure for Aboriginal residents including preschools, child care and aged care services
- include appropriate planning mechanisms to incentivise the provision of these services required by local communities where appropriate.

How these matters have been taken into account need to be demonstrated in any relevant planning 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 business services, educational 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 complementary and ancillary services such as short-term accommodation, residential aged care, child care, specialist or allied health infrastructure will support better accessibility to services.



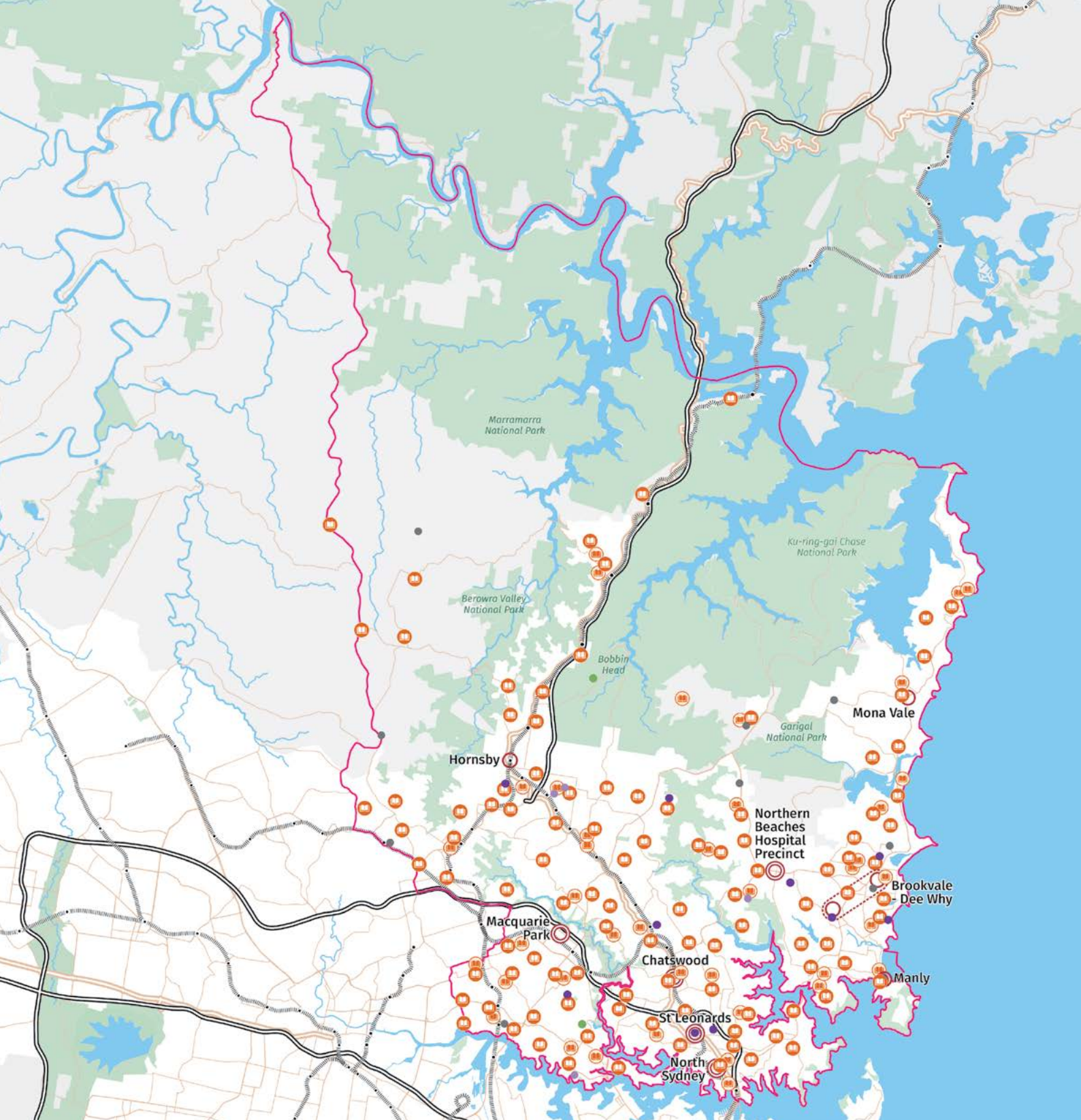


Figure 4-13: Primary schools in the North District (2016)

	Strategic Centre		Government Environmental Education Centre		Metropolitan Rural Area		Motorway
	District Centre		Government School for Specific Purposes		National Parks and Reserves		Highway
	District Boundary		Non-Government Special School		Waterways		Roads
	Government Primary School		Non-Government Combined School		Railway		
	Non-Government Primary School		Urban Area		Railway Station		

Source: NSW Department of Education, 2016, Catholic Education Commission, 2016



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 and can be leveraged to improve transport networks and enhance connectivity. For these reasons, planning controls should support the creation of productive local health networks and consider the operational needs of providers.

In the North District, the Northern Beaches Hospital, a major new facility, is under construction and will include a large integrated emergency department and state-of-the-art intensive care and critical care units. Health precincts can be a hub of economic activity, employment and investment, support research and development capability and provide local jobs.

#### 4.8.7 Plan for health facilities and services

The North District is served by the Royal North Shore Hospital at St Leonards, with additional major hospitals at Hornsby, Ku-ring-gai, Manly and Mona Vale and a recently upgraded Ryde Hospital. Private hospitals include Macquarie University, Delmar, Sydney Adventist, Mater Hospital and others.

Current planning for major new and improved health infrastructure includes:

- Northern Beaches Hospital
- Mona Vale Hospital and community health services
- Royal North Shore Hospital community health services
- Royal North Shore Hospital clinical services building
- Hornsby Ku-ring-gai Hospital redevelopment
- health programs such as GP clinics, medical centres and other specialist health services as administered by the Australian Government's Primary Health Networks.

As noted earlier, the expected increase in the over 65 and over 85 age groups will lead to increased and intensified demand for health, aged and palliative care services.



#### Liveability Priority 12: Support planning for health infrastructure

Relevant planning authorities should give due consideration to the need to support the co-location of ancillary uses that complement health precincts, including:

- residential aged care facilities
- housing for health workers
- visitor and short-term accommodation
- health and medical research activities
- child care
- non-critical patient care
- commercial uses that are complementary to and service the health precinct

Consideration should also be given to the protection of health precincts and super precincts from residential encroachment into key employment areas.

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

#### 4.8.8 Plan for emergency services

NSW State Emergency Services, NSW Police, NSW Ambulance, Fire & Rescue NSW and NSW Rural Fire Service all work to protect the safety of our community. Not only do they prepare for, and provide assistance in, times of emergency they also build community resilience and reduce community concerns about personal safety and property security.

These highly mobile services need to be able to render assistance quickly and efficiently. The location of these services with a high level of transport connectivity is an essential requirement 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, including 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, as detailed in Action L10, to inform emergency service planning.

#### **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 14: Support planning for cemeteries and crematoria**

Relevant planning authorities should give consideration to the need and locational requirements of cemeteries and crematoria.

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



#### **Liveability Priority 13: Support planning for emergency services**

Relevant planning authorities will need to consider emergency services operational and locational requirements.

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.







# 5 A Sustainable City

*'The integration of environment and development concerns and greater attention to them will lead to the fulfilment of basic needs, improved living standards for all, better protected and managed ecosystems and a safer, more prosperous future'.*

*Agenda 21, 1992*

A sustainable city protects and enhances its natural environment, integrating its bushland, open spaces, waterways and vegetation into the planning for how it will grow and build its resilience and efficiency. This draft District Plan outlines the priorities and actions required to safeguard the North District's environment.

The Plan draws on *Our vision – Towards Our Greater Sydney 2056*, which sets out the strategic basis for Greater Sydney as an efficient and resilient city. It also draws on the ambitions of *A Plan for Growing Sydney's Goal 3* for a great place to live with communities that are strong, healthy and well connected and *Goal 4* for a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

This draft District Plan recognises that a metropolitan-wide approach to sustainability is needed to protect and enhance the environment. This means thinking of sustainability in terms of what is required for all of Greater Sydney and how best to then apply this thinking to protect and enhance the North 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 North 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 are outlined below.

- enhancing the North District in its landscape
- protecting the District's waterways
- maintain and improve water quality and waterway health
- protect and conserve the values of Sydney Harbour
- enhance access to Sydney Harbour foreshore and waterways
- managing coastal landscapes
- protecting and enhancing biodiversity
- avoid and minimise impacts on biodiversity
- delivering Sydney's Green Grid
- align strategic planning to the vision for the Green Grid
- 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 North District
- support opportunities for District waste management
- planning for a resilient North 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 North District's environment

The North District's natural environment is defined by extensive native bushland, beaches and lagoons, the foreshores of Sydney Harbour, the Parramatta River, the Lane Cove River, Middle Harbour, Narrabeen Lagoon, Pittwater and the Hawkesbury River. Its best known places include its beaches including Palm Beach and Manly Beach, Lane Cove's waterways, foreshores and bushland, the lovely views and foreshore areas in Hunters Hill, North Sydney and Mosman, and the bushland areas of Ku-ring-gai, Willoughby and Ryde.

The majority of the North District is within the Pittwater subregion of the Sydney Basin Bioregion. Some of the bushland areas within the North District are recognised for their environmental value and are protected in national parks and reserves, and Crown reserves dedicated for environmental protection and conservation. National parks and reserves in the North District include:

- Sydney Harbour National Park
- Lane Cove National Park
- Ku-ring-gai Chase National Park
- Berowra Valley National Park
- Berowra Valley Regional Park
- Garigal National Park
- Marramarra National Park
- Muogamarra Nature Reserve
- Wallumatta Nature Reserve
- Dural Nature Reserve.



### The Sydney Basin Bioregion

Because biodiversity does not recognise state, district or local government planning boundaries, governments across Australia have adopted a bioregional approach to conserving and managing biodiversity in the landscape.

Bioregions are relatively large land areas characterised by broad, landscape-scale natural features and environmental processes that influence the functions of entire ecosystems. Each bioregion displays its own patterns in the landscape, ecosystem processes and fauna and flora. Within each bioregion, smaller subregions have been defined based on differences in geology, vegetation and other biophysical attributes and are the basis for determining the major regional ecosystems.

Of the 85 bioregions recognised in Australia, 17 are in NSW. The Sydney Basin Bioregion extends from just north of Batemans Bay to Nelson Bay, and almost as far west as Mudgee. It is one of two bioregions contained wholly within the State.

As well as Greater Sydney itself, the Sydney Basin Bioregion encompasses Wollongong, Nowra, Newcastle, Cessnock and Muswellbrook.

It includes a significant proportion of the catchments of the Hawkesbury-Nepean, Hunter and Shoalhaven river systems, all of the smaller catchments of Lake Macquarie, Lake Illawarra, Hacking, Georges and Parramatta Rivers, and smaller portions of the headwaters of the Clyde and Macquarie rivers.

Endangered and critically endangered ecological communities include Duffys Forest, Sydney Turpentine-Ironback Forest and Blue Gum High Forest as well as many other pockets containing threatened plant and animal species.

Some areas of the District have been recognised for their Aboriginal cultural and heritage significance. Outstanding examples of Aboriginal cultural heritage include carvings and axe grinding sites on sandstone, sandstone rock shelters and middens.

Semi-rural land, bushland and creeks around Hornsby connect with the beaches, cliffs and bushland of the Northern Beaches via the Hawkesbury River, Cowan Creek and the national parks and reserves along these waterways.

These areas also contain native vegetation that has been subject to clearing, old growth forest and rainforest, threatened ecological communities and habitats, important wetlands, coastal lakes, estuaries and areas of geological significance.

Residents of the North District have told us they enjoy the cooling effects of the District's coastal weather, green and leafy suburbs and their proximity to areas of biodiversity and natural ecosystems. People value and enjoy the District's views, particularly in foreshore areas. The importance of the environment to the residents of the North District is reflected in recent research, which showed that North District residents rated the environment more highly as an issue compared to residents of other districts in Greater Sydney.



## 5.2 Enhancing the North District in its landscape

The North District has a valuable legacy of protected natural areas and foreshore open space. These areas play a big part in creating a sense of place, providing diverse recreation opportunities, forming part of the tourist experience and supporting local biodiversity. These areas attract residents, businesses and visitors but also create challenges, particularly when landscape features, such as Middle Harbour, create natural barriers to moving across and through the District.

This draft District Plan outlines our approach to supporting the North District in its landscape by addressing four highly interconnected elements:

1. healthy waterways, which includes natural, artificial and manipulated water systems of the city and coastlines
2. areas of native vegetation, biodiversity and ecological communities
3. Sydney's Green Grid of parks and open space, which includes public areas used for sport
4. the Metropolitan Rural Area, which includes rural land, the transitional land between urban and rural areas, land used for food production and landscapes with highly valued scenic views.

## 5.3 Protecting the District's waterways

The North District's waterways include four aquatic reserves at Barrenjoey Head, Narrabeen Head, Long Reef, Cabbage Tree Bay and North Harbour at Manly, which provide protection for fish, other aquatic animals and marine vegetation.

Some waterways are protected within national parks while others have been affected by urban and agricultural development that has changed the water quality and quantity in these networks. Some waterways need to be considered for their value to commercial and recreational fishing. Endangered populations of *Posidonia australis* seagrass are found in Pittwater and Sydney Harbour.

The NSW Government is reforming the legislative and regulatory framework for coastal management. These reforms will recognise and map four types of coastal areas, allowing State agencies and councils to better target the way they manage coastal landscapes.

The way we plan the Green and Blue Grid is also 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 (see Section 5.6).

Sydney Harbour is one of Greater Sydney's most recognised and valuable assets – it is part of what makes Sydney one of the most attractive and recognisable cities in the world. The Sydney Harbour foreshore provides places for major cultural events and celebrations, is important to the city's arts and cultural events such as New Year's Eve and Vivid, and makes an economic contribution through tourism. Sydney Harbour is also a working waterway, with cruise ships and recreational watercraft operations while ferries are an important part of the District's public transport network. Sydney Harbour also provides opportunities for local recreation around its foreshores.

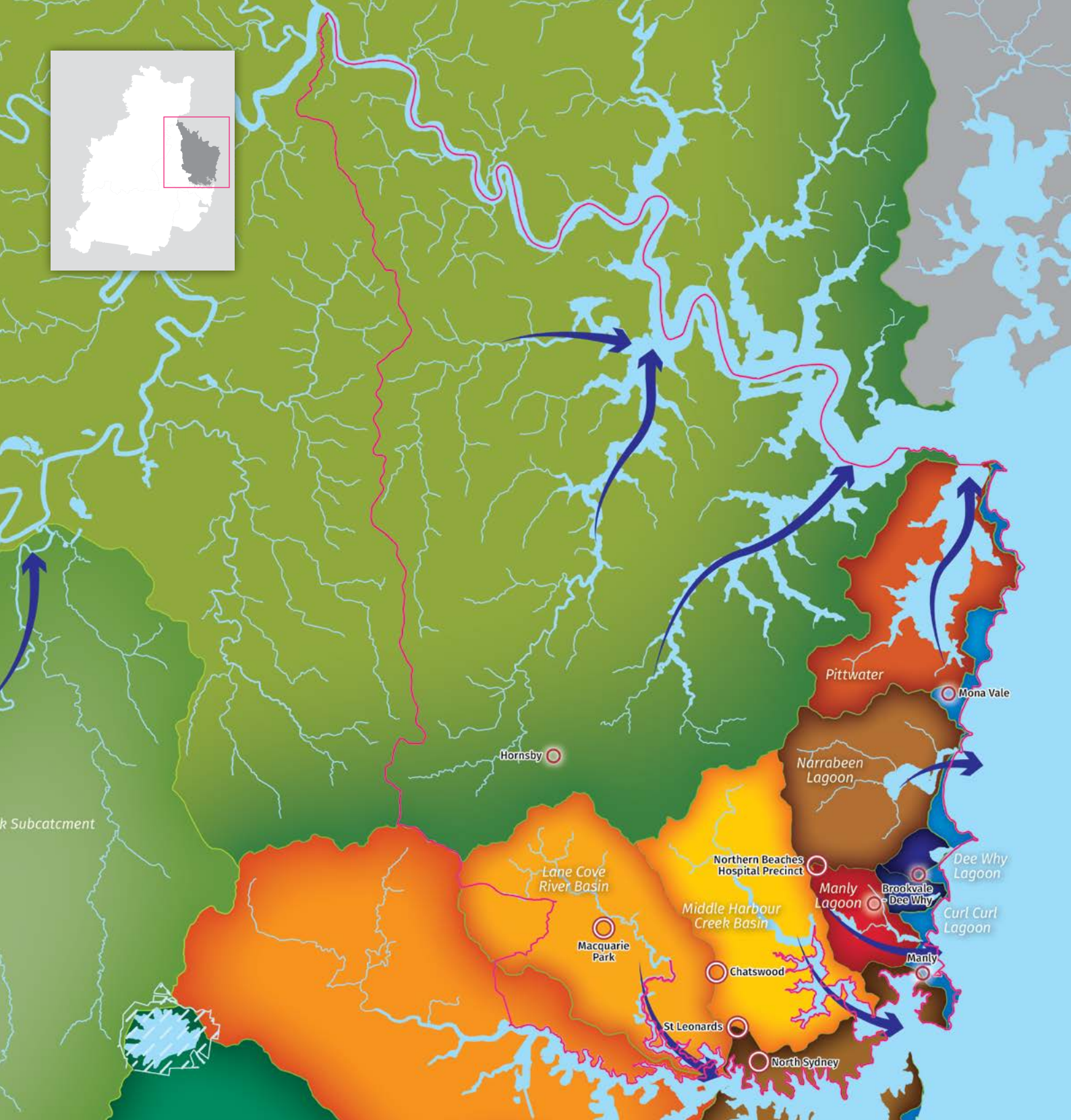


Figure 5-1: North District catchments and waterway

	Strategic Centre		Parramatta River Basin		Port Jackson Basin		Waterway
	District Centre		Georges River Basin		Dee Why Lagoon / Curl Curl Lagoon		
	District Boundary		Lane Cove River Basin		Narrabeen Lagoon		
	River Flow Direction		Middle Harbour Creek Basin		Pittwater		
	Hawkesbury Nepean River Basin		Manly Lagoon		Coastal Catchment		

Source: Greater Sydney Commission, 2016



Sydney Harbour has a range of planning controls and governance frameworks in place. The Commission will examine where these could be updated or improved to reflect changing demand for activity in the Harbour and to deliver a better and more coordinated approach to protecting and managing access to the waterway and foreshores.

Greater Sydney's other major waterways would benefit from having clear strategic plans in place to help guide how the waterway is protected, enhanced and enjoyed. Many waterways are managed by a range of stakeholders and the Commission has a clear role to play in facilitating collaboration between stakeholders to deliver better strategic planning. The Commission will explore new forms of governance arrangements for the 'Blue Grid' of waterways in this regard during the review of *A Plan for Growing Sydney* in 2017.

The Pittwater Water Review could be a useful template for the planning and management of major waterways.



Photo credit: Ku-ring-gai Council





**Sustainability Priority 1:  
Maintain and improve water  
quality and waterway health**

The Office of Environment and Heritage and the Environment Protection Authority have developed a risk-based framework to assist decisions that maintain, improve or restore water quality in the strategic planning process to help meet the NSW Water Quality and River Flow Objectives.

Relevant planning authorities and managers of public land should:

- adopt the Office of Environment and Heritage and the Environment Protection Authority's framework to determine the appropriate stormwater and wastewater management targets that contribute to maintaining or improving water quality and waterway health to meet the community's values
- consider more water sensitive approaches to managing stormwater to meet the water quality and quantity targets, including harvesting and re-use of water and management of riparian corridors
- develop mechanisms to allow offsetting between sub-catchments, and facilitate cost-effective opportunities to meet the management targets for whole catchments and water quality objectives for receiving waters
- while management targets are being established, ensure that the quality of stormwater and wastewater from public land and new development in established urban areas maintains or improves the health of waterways, in line with community values and expectations of how waterways will be used.



**Sustainability Priority 2:  
Protect and conserve the values  
of Sydney Harbour**

When preparing strategic plans, relevant planning authorities around Sydney Harbour should consider opportunities to:

- conserve and interpret Aboriginal and European heritage
- protect and enhance aquatic and terrestrial biodiversity (see Section 5.4)
- enhance access to and along the foreshore and provide connected green space around the foreshore (see Section 5.5)
- manage demand for and the design of essential maritime facilities within the natural and built environment.

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



**Sustainability Priority 3:  
Enhance access to Sydney  
Harbour foreshore and waterways**

Councils around Sydney Harbour should work with Roads and Maritime Services to revise foreshore and waterway access strategies for Sydney Harbour. These strategies should consider ways to manage competing demands placed on Sydney Harbour including:

- protection of flora and fauna
- public access to the foreshore and waterway
- growth in boat ownership
- changes in boat size
- demand for moorings, marinas, dinghy storage and other boat support infrastructure
- demand for on-street boat parking.

### Action S1: Review criteria for monitoring water quality and waterway health



The NSW Government 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 North District, these objectives cover a range of matters including protection of aquatic ecosystems, primary and secondary recreation, the attractiveness and cleanliness of the waterway and agricultural water for irrigation.

We will 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 [www.environment.nsw.gov.au/ieo/](http://www.environment.nsw.gov.au/ieo/)), noting that it can help target where management actions are needed to maintain water quality across the District. As data becomes available, it will be reported annually on the Greater Sydney Dashboard (see Section 1.3.4).

The Office of Environment and Heritage will:

- recommend criteria for monitoring water quality and aquatic ecosystem health for the different waterways in the District, linked to the NSW Water Quality and River Flow Objectives and national guidelines
- collaborate with councils and other stakeholders to undertake monitoring based on the recommended criteria for each waterway type, as resources become available
- encourage complementary monitoring programs that can help fill gaps in data on water quality and ecosystem health and raise community awareness and support for the protection of waterways
- provide open access to water quality and waterway health data through an Information Asset Register.

#### CASE STUDY: Delivering Water Sensitive Growth

Lake Illawarra is a popular coastal location for tourists, and supports a productive commercial and recreational fishery as well as a range of endangered ecological communities. Water quality issues in the lake are long-standing, and are still evident in some parts of the lake.

The *Illawarra-Shoalhaven Regional Plan* adopts the Office of Environment and Heritage and the Environment Protection Authority's framework that community benefits associated with the ecological health of the lake are not adversely affected by development in the catchment. The risk-based framework can be used as a strategic planning tool for assessing water quality management requirements for new development, including design of water quality strategies and infrastructure, and tailoring development controls and conditions of consent to manage the quality of water reaching Lake Illawarra.

## 5.4 Managing coastal landscapes

The NSW Government is reforming the legislative and regulatory framework for coastal management. These reforms will recognise and map four types of coastal areas, allowing State agencies and councils to better target the way they manage coastal landscapes.

The North District's coast is a dynamic natural asset. Wind, waves, ocean currents, storm events and shifts in climatic systems continually influence the coast, requiring an effective management regime. Inundation and erosion from storm events are a natural process on the coast which can impact on the landscape and significant heritage assets. Coastal management programs provide the best opportunity to addressing the impacts of coastal hazards. In the North District, several areas are vulnerable to hazards, including Collaroy, Narabeen, Mona Vale and Bilgola.

The *Coastal Management Act 2016* directly integrates coastal management and planning requirements into local land use planning responsibilities under the *Environmental Planning and Assessment Act 1979*. Coastal management programs will be included in council community and strategic planning and integrated planning and reporting under the *Local Government Act 1993*.

Coastal management programs will guide land use planning decisions so that they better reflect coastal management issues at a district level. They may be developed for the whole or any part of the coastal zone within a local government area or across the District.

The NSW Government will provide \$83.6 million across NSW from 2016 to 2021 to:

- enable the preparation of coastal management programs
- support coastal councils to implement coastal management programs
- support the delivery of state-wide science and technical advice
- review and assess programs and proposals to ensure consistency with the new coastal management framework.

## 5.5 Protecting and enhancing biodiversity

The North District is recognised as having a rich natural environment, supporting biodiversity. The District's national parks and nature reserves, 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 North 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 North 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 North 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 North District, conservation planning will focus on opportunities to protect and enhance areas of endangered Blue Gum High Forest and other valuable native vegetation close to existing national parks.

The objectives of strategic conservation planning for the North 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.

We support this strategic approach to protecting biodiversity in the North District. This complements the delivery of Sydney's Green Grid (see Section 5.6). We also support the use of local knowledge and expertise to identify fine-grain opportunities to connect and enhance smaller pockets of biodiversity in the landscape.



**Sustainability Priority 4:  
Avoid and minimise impacts  
on biodiversity**

Efforts to protect biodiversity values should be based on avoiding and minimising as far as practicable, adverse impacts to biodiversity. 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* identifies 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, as articulated in *A Plan for Growing Sydney*. We see the Green Grid as a major legacy for future generations.

We have developed a vision for Sydney's Green Grid with an appreciation of Greater Sydney's landscape and recognition of the diversity of elements and connections, including the Blue Grid of Sydney's beaches, estuaries and waterways, its variety of parks and open spaces and connections to bushland, from local pockets of native vegetation to Sydney Harbour. Our detailed report which outlines the conceptual approach behind Sydney's Green Grid is available in our background material 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 for open space as a Green Grid, there are more opportunities to provide:

- **Amenity:** Open space, in particular less formal open spaces such as bushland or natural waterways, which can influence a place's character, with biodiversity and waterways having an intrinsic value that must be recognised when planning at a wider scale.
- **Activity:** With a growing population, more people will require access to more parks and sporting grounds for organised sport and recreation.
- **Accessibility:** These spaces need to be connected through networks of streets, places and public areas in a way that makes it easier to walk or cycle.

Our objectives for Sydney's Green Grid are for a highly connected and diverse network that:

- increases access to open space
- promotes good health and active living
- creates new high quality public areas and places
- makes the urban environment more green
- enhances green spaces
- promotes green skills in bushland and waterway care and restoration
- improves access to sport and recreation
- delivers better tools for future open space planning.

The North District's open spaces include large parks and reserves in the Hawkesbury-Nepean Valley such as the Ku-ring-gai Chase National Park and Berowra Valley National Park as well as Sydney Harbour National Park and Manly Warringah War Memorial Park (known as Manly Dam).

We have identified several priority Green Grid projects for the North District. These are shown on Figure 5-2 and described below.

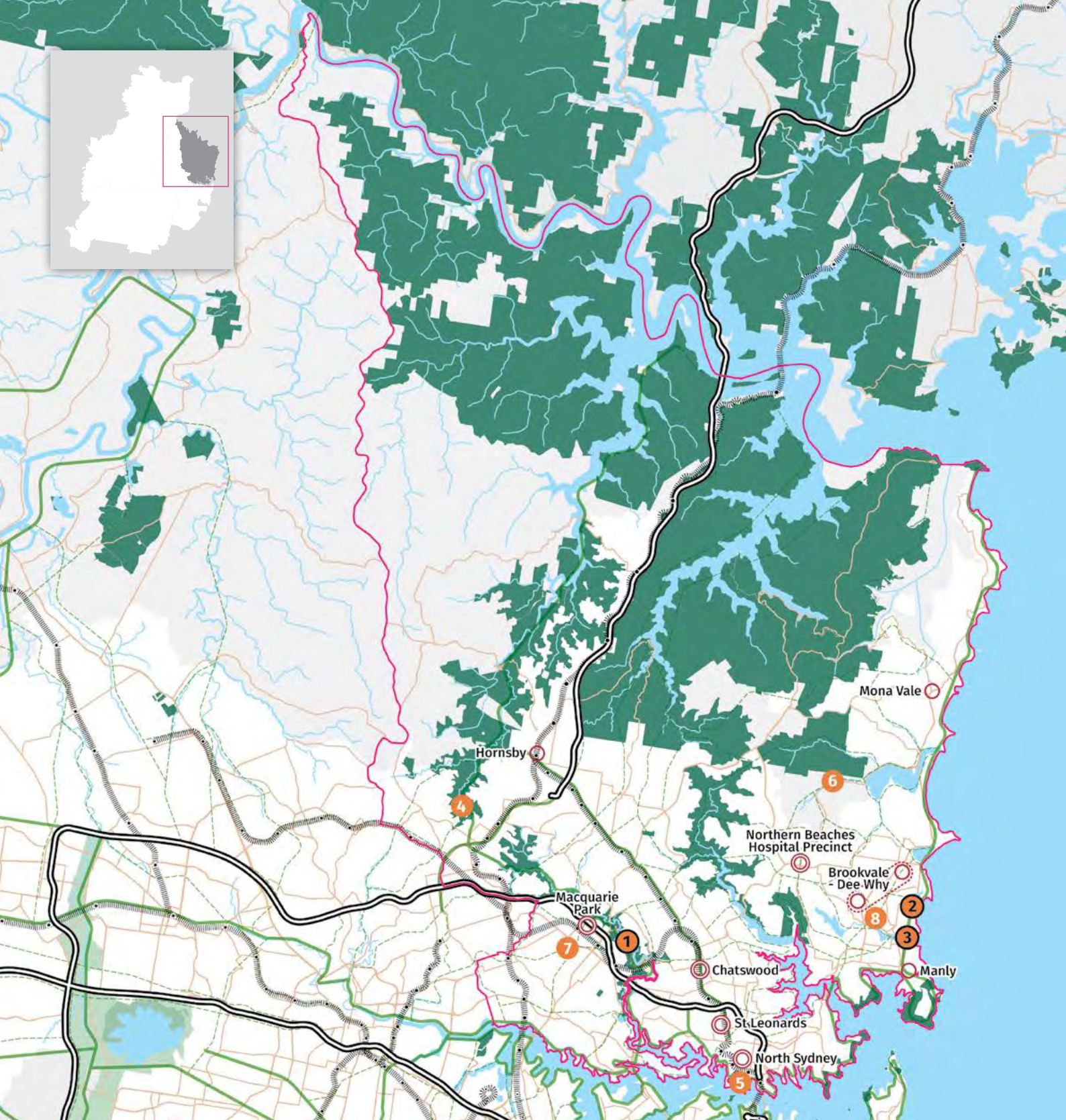


Figure 5-2: North District Green Grid

	Strategic Centre		Waterways		Highway
	District Centre		National Parks and Reserves		Priority Projects
	District Boundary		Railway		Projects Important to District
	Urban Area		Railway Station		Green Grid Opportunities (Major)
	Metropolitan Rural Area		Motorway		Green Grid Opportunities (Other)



### Priority Projects

#### 1 Lane Cove National Park and Lane Cove River

Enhancing open spaces along the Lane Cove River foreshores to create unique recreational experiences linking the Lane Cove National Park to Macquarie Park, Macquarie University, Chatswood and Epping.

#### 2 Northern Beaches Coastal Lagoons

Combining three related projects at Curl Curl Lagoon and Greendale Creek, Dee Why Lagoon and Wheeler Creek and Warriewood Wetlands and Narrabeen Creek that support the recreational needs of the surrounding communities and wider District, and protect Narrabeen, Curl Curl and Dee Why Lagoons as a recreation asset and wildlife sanctuary.

#### 3 Coastal Walk from Barrenjoey Head to Manly

Continuing to support the completion of the Coastal Walk, reviewing current foreshore access, developing staging strategies for the completion of any missing links or sections of lower quality and improving pedestrian and cycle access from surrounding suburbs and sustainable transport connections from areas further west.

### Other important projects to deliver Sydney's Green Grid in the North District

#### 4 Great North Walk

Upgrading Berowra Valley sections of the 250 kilometre Great North Walk from Newcastle to Lane Cove (National Parks and Wildlife Service) and potentially including links from train stations and centres to the Great North Walk, particularly the link from Hornsby to Berowra Valley through Hornsby Quarry.

#### 5 Parramatta River and Sydney Harbour Foreshore

Improving foreshore access opportunities by completing missing links along the northern Parramatta River foreshore, and continuing to support the delivery of Sydney Harbour Federation Trust projects, including the proposal to transform the HMAS Platypus site in Neutral Bay into a public park with buildings adapted for a range of new uses.

#### 6 Garigal National Park: Oxford Falls and Deep Creek

Improving links to the new Northern Beaches Hospital Precinct, improving walking and cycling links through to Narrabeen Lagoon and protecting the national park from impacts from nearby development.

#### 7 Eastwood to Macquarie Park Open Space Corridors

Building on existing green links between these two suburbs including Shrimptons Creek, Terrys Creek and the Booth Road - North Road - Welby Street Green Link.

#### 8 Pittwater Road Corridor

Establishing street trees along the corridor, exploring options for new development setbacks to incrementally widen the corridor to improve the environment for walking and cycling, linking the corridor to surrounding bushland patches in Ingleside and initially focusing on the areas between Queenscliff to Brookvale, Dee Why to Collaroy and North Narrabeen to Mona Vale.



Different types of open space serve different purposes. The Sydney Open Space Audit, available at [www.greater.sydney](http://www.greater.sydney), has categorised open space as either regional open space, district open space or local open space. Regional open space has a region-wide catchment, serving communities across Greater Sydney. District open space serves a number of neighbourhoods or suburbs, with a catchment that often extends across council boundaries.

Regional open space makes up almost 45% of the District and 87% of the District's open space. Most regional open space is located in the north along the Hawkesbury River and its tributaries. Over 48% of the District is covered in bushland. Other large areas of regional open space follow the creek system and steep sandstone valleys, providing a bushland network close to where people live, providing a buffer between areas of urban development. As a result, 97% of all North District homes are within five kilometres of open space.





**Sustainability Priority 5:  
Align strategic planning to the  
vision for the Green Grid**

Consistent with Action 3.2.1 of *A Plan for Growing Sydney*, relevant planning authorities should consider opportunities to support the delivery of the North District Green Grid. This could include how land use zones can be applied, how new development is designed, or where voluntary planning agreements and agreements for dual use of open space and recreational facilities could contribute to delivering the Green Grid.

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

Trees in the urban environment provide many benefits. A green canopy provides shade to reduce the ambient temperature at ground level, provides habitat for biodiversity and enhances the look of the urban landscape. Trees in the urban environment also provide benefits by removing fine particles from the air and improving air quality. This is particularly important along busy road corridors where air quality can be improved. Some councils in Greater Sydney have already mapped areas at the greatest risk of becoming urban heat islands and are using this information to prioritise planting of shade trees to adapt and respond to a changing climate. The *Draft Climate Change Fund Strategic Plan* includes an action to increase tree canopy coverage in heat exposed suburbs.



**Sustainability Priority 6:  
Protect, enhance and extend the  
urban canopy**

When making strategic plans, relevant planning authorities should consider how tree canopy cover in land release and established urban areas can be protected and increased, 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 of scenic landscapes. Scenic landscapes are often associated with particular environmental attributes, however they are also value 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 North 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 7: 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. This is particularly critical in relation to views both to and from waterways. Planning and development controls should prohibit opportunities for development on ridgelines that would diminish their scenic quality.

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

### **Action S3: Use funding programs to deliver the North District Green Grid priorities**



Consistent with Action 3.2.1 of *A Plan for Growing Sydney*, councils have a leading role in delivering the North 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 North District Green Grid priorities. We will oversee the distribution of Metropolitan Greenspace Program grants.

### **Action S4: Develop support tools and methodologies for local open space planning**



As the North 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.

We will provide local councils with a toolkit of resources and a consistent methodology that will help councils plan for the active recreation and open space needs of their communities. The tool kit will recognise the widely varying contexts that influence opportunities to provide open space across Greater Sydney.

### **Action S5: 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.







## 5.7 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 bushland 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. The Metropolitan Rural Area also supports small rural villages and areas of low intensity rural -residential development, providing opportunities for people to live in a 'rural' setting. In the North District, parts of the Metropolitan Rural Area are located in Northern Beaches, Hornsby and Ku-ring-gai local government areas. This includes the rural areas and villages of Terrey Hills, Oxford Falls, Galston, Glenorie, Fiddletown, Maroota, Canoelands, Berowra Waters and Brooklyn.

There is widespread support for the continuation of agricultural production in the Metropolitan Rural Area. For this to be achieved, it is important to recognise existing and potential conflicts between these different land uses and activities and the various pressures on continuing agricultural production. Ultimately, our ambition is to see the area as an interconnected system rather than individual activities on individual parcels of land. For example, there are many public values on private land including scenic values, ecosystems services such as riparian corridors that maintain water quality in creeks and waterways or biodiversity. Conversely, private values such as continuing poultry production requires appropriate setbacks and public infrastructure to operate.

Our approach to the challenges facing the Metropolitan Rural Area is similar to the approach we take for 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 and the variation in landscape and patterns of activity is 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 and 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 the basis for a 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.

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.

In Greater Sydney's semi-rural areas, land values are shaped by both the value of being close to the city (the urban effects) and the value of the land for agricultural production (the agricultural effect). Land values have increased due to demand for rural lifestyle properties that are close to the city.

The demand for lifestyle properties will increase. Lifestyle rural residents generally expect the amenity of suburbia and this often results in conflict with existing agricultural activities and inhibits future intensification. There is also an expectation that the services provided in urban areas including schools and community facilities, or mains water, sewerage and in some cases roads with kerbs and guttering will be provided.

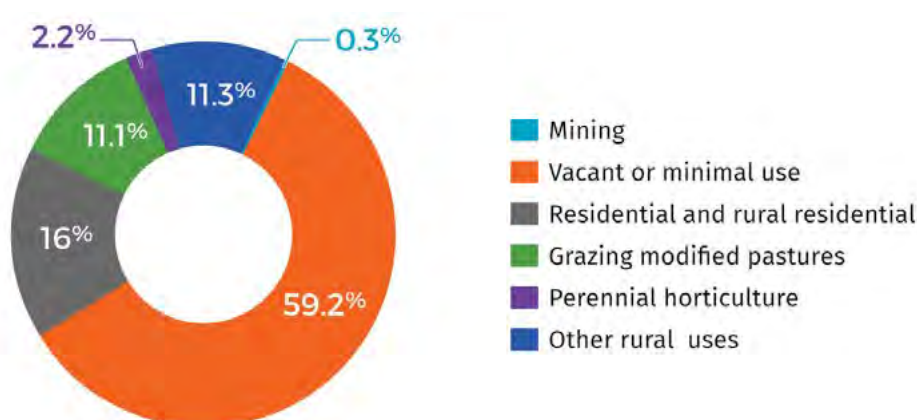
These conflicts, combined with the expectation that land can be subdivided or rezoned at a future date for urban development, can further reduce productivity, leading to under investment.

The long-term potential of the Metropolitan Rural Area needs to be seen in relation to the emerging Western City. From this perspective, the potential for the Metropolitan Rural Area to become a parkland city with possible link to food processing and logistic terminals around the Western Sydney Airport for domestic consumption and export. These opportunities will be explored and developed as part of the review of *A Plan for Growing Sydney* in 2017.

More than 75% of the Metropolitan Rural Area within the North District is publicly-owned land. Figure 5-3 shows the different types of uses on privately owned land in the North District's portion of the Metropolitan Rural Area, and highlights that most rural land is either used for grazing or is not actively used. There is also a substantial area of land used for horticulture.

There is an agricultural cluster in the North District – a multi-use horticulture cluster, with vegetables and fruit trees – around Middle Dural, Galston and Arcadia. This cluster extends into the Hills Shire in the West Central District. Nurseries – both outdoor and undercover – are the most economically productive form of agriculture in the North District, while cut-flower and stone fruit production are the other main agricultural activities.

Figure 5-3: North District Metropolitan Rural Area – land uses on privately owned land.



Source: Greater Sydney Commission, adapted from the *Considerations for District Planning in the Metropolitan Rural Area of the Greater Sydney Region* report, AgEconPlus 2016



There are also a number of extractive industry operations in the North District, around Maroota, producing construction materials such as sand. These industries are vital as part of the overall supply of construction materials to support 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 [www.resourcesandenergy.nsw.gov.au](http://www.resourcesandenergy.nsw.gov.au)), which is directed to coal and petroleum (including coal seam gas) exploration.

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 while 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.

*A Plan for Growing Sydney* recommendeds 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 8:  
Discourage urban development in  
the Metropolitan Rural Area**

Urban development in the Metropolitan Rural Area is not consistent with the protection of the Area's existing values. 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 9 and 10.

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 9 and 10.



**Sustainability Priority 9:  
Consider environmental, social  
and economic values when  
planning for the Metropolitan  
Rural Area**

Agriculture and primary industries are essential to Greater Sydney and to the North District's economy. They need to be planned and protected to avoid their transition to higher and better uses (in financial terms) such as suburban residential development.

In planning for the Metropolitan Rural Area, the relevant planning authority should undertake their 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 North 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 what the future should be for rural lands to prevent speculation and protect against encroachment
- conserve Aboriginal cultural heritage.









**Sustainability Priority 10: 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 utilise 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 North District

Increasing a city's efficiency reduces impacts on the environment and the city's carbon footprint while increasing productivity. This means progressive reduction in carbon emissions, potable water use, and waste. It also means upgrading the District's grey grid of ageing infrastructure with a focus on urban renewal areas and precincts. Incorporating water sensitive urban design measures as areas develop will help vegetation growth and protect waterways. Maximising local water recycling and the potential for stormwater harvesting can create opportunities for greening public open spaces including parks, ovals and school playgrounds.

The NSW Government has a number of policies that aim to improve energy efficiency and reduce greenhouse gas emissions. These include:

- NSW Climate Change Policy Framework
- *Draft Climate Change Fund Strategic Plan*
- *NSW Government Resource Efficiency Policy*
- *Waste Avoidance and Resource Recovery Strategy 2014-21*
- *Metropolitan Water Plan*.

Improving resource efficiency is critical to reducing greenhouse gas emission reductions to meet the NSW Government target of net zero carbon emissions by 2050, in line with Australia's international commitments to combat climate change. The Commission's ambition is to make Greater Sydney a net zero carbon emission city by 2050.

Making more efficient use of water, energy, fuels and materials and improving the management of waste and recycling will help Greater Sydney become more sustainable and also help minimise risks from potential future rises in the costs of energy.

### The NSW Climate Change Policy Framework

In December 2015, Australia and 194 other countries agreed on the United Nations Paris Agreement on climate change. The key objectives of the Paris Agreement include:

- a goal to limit the increase in global temperatures to well below 2°C and pursue efforts to limit the rise to 1.5°C
- a commitment to achieve net-zero emissions globally, by the second half of the century.

The NSW Government endorses the Paris Agreement, and has released the NSW Climate Change Policy Framework, outlining how NSW will take action that is consistent with Australia's commitment to the Paris Agreement.

The NSW Climate Change Policy Framework sets out two aspirational objectives for the State; to achieve net zero emissions by 2050; and to be more resilient to a changing climate. These long-term objectives aim to attract investment in renewable energy and energy efficiency, guide public and private sector decision-making, and help make NSW Government policy consistent with national and international policy on climate change.

To implement the NSW Climate Change Policy Framework, the NSW Government has prepared the *Draft Climate Change Fund Strategic Plan*, which sets out priority investment areas and potential actions using \$500 million of new funding from the \$1.4 billion Climate Change Fund over the period from 2017 to 2022, to help NSW make the transition to a net-zero emissions future and adapt to a changing climate.

### 5.8.1 Waste management

Waste management infrastructure across Greater Sydney is largely managed and owned by the private sector. The North District has waste treatment facilities including a landfill and organics treatment facility at Belrose and a transfer station at Artarmon.

The North District is one of the few districts in NSW with a facility capable of managing its own waste for the foreseeable future. The Kimbriki Resource Recovery Facility, on the border of Ingleside and Terry Hills, is jointly owned by Northern Beaches Council and Mosman Council. A new recycling and waste processing facility being built at Kimbriki is scheduled to open by 2019-20. This facility will be able to turn food and vegetation waste into compost which can then be sold. The need for this new waste collection system has come about for several reasons:

- the Belrose landfill site reached capacity and closed in November 2014
- landfill fees are set to rise steeply
- food currently makes up almost 40% of garbage and needs to be recycled to meet NSW Government landfill diversion targets.

*A Plan for Growing Sydney* notes the need for additional waste and recycling facilities to help manage demand as Greater Sydney grows.



#### Sustainability Priority 11: 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 North District grows, the need to manage waste will grow. In higher density neighbourhoods, there may be opportunities to improve the efficiency of waste collection services by introducing innovative precinct-based waste collection, reuse and recycling.

In accordance with Action 4.3.2 of *A Plan for Growing Sydney*, the Environment Protection Authority and the Department of Planning and Environment, in participation with councils, will identify additional land for waste 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 ecosystem, and reduce costs to State and local governments. 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 North District more efficient and sustainable.

We will report annually on carbon emissions across Greater Sydney on the Greater Sydney Dashboard in accordance with the C40 (Carbon Disclosure Protocol) requirements. Access to data will help support the identification of targeted and cost-effective initiatives to help meet the NSW target of net zero carbon emissions by 2050.

We will also report on a range of environmental measures in line with Action IM3 above (see Section 1.2.4).

Adopting a place-based approach and identifying Collaboration Areas enables us to plan for improved environmental performance. This could also improve the ability to:

- renew and replace inefficient infrastructure (greening the infrastructure grey-grid)
- organise utilities, car parking, amenities, open space, urban green cover and public spaces
- apply and further develop successful approaches from other areas of Greater Sydney.

#### 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, 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 North 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 North 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 North District's coastal and harbourside qualities and its proximity to bushland contribute to a great lifestyle. The interface of urban areas and activities with the natural landscape brings risks, including coastal inundation and erosion, 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.

### Greater Sydney's resilience challenge and 100 Resilient Cities

Around the world, leading cities are examining the challenge of urban resilience and exploring ways to become more resilient. **100 Resilient Cities** is an international project developed by the Rockefeller Foundation, dedicated to helping cities around the world become more resilient to the physical, social and economic challenges that are a growing part of the 21st Century.

Cities in the 100 Resilient Cities network are provided with resources, including financial and logistical guidance, expert support, and access to a global network of cities, to develop a roadmap to resilience. Work is underway to develop a resilience strategy for Greater Sydney.

Greater Sydney's participation in the 100 Resilient Cities network is being led by the **City of Sydney**. We support the Resilient Sydney office - hosted by the City of Sydney - to develop a resilience strategy for Greater Sydney.

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

AdaptNSW is a Government led approach to understanding climate change to better manage risk and take actions to adapt. Projections to 2030 across Greater Sydney are:

- **Rain.** Average annual rainfall is expected to increase by +1.7% in the Sydney Basin. Rainfall is projected to increase during autumn (+9.7%) with the largest increase seen in the northern margins of the Greater Sydney Region. Rainfall is projected to reduce in spring (-2.6%) and marginally in summer (-0.2%).
- **Bushfire.** The Forest Fire Danger Index (FFDI) quantifies bushfire weather conditions, combining observations of temperature, humidity and wind speed. Fire weather is classified as severe when the FFDI is above 50. Severe fire weather is projected to have a slight increase in summer months to 2030. Decreases are projected during autumn and across the Sydney Basin in spring. A reduction during autumn is likely due to increases in rainfall. Bushfires are not a major threat in the North District; however, bushfire smoke from other parts of Greater Sydney can impact air quality in the North District.
- **Heat.** Hot days, measured by the number of days a year with a maximum temperature over 35°C, are projected to increase by an average of four days per year by 2030. There is little change to hot days expected along coastal areas of the North District.
- **Cold.** Changes in cold nights, measured by minimum temperature (less than 2°C) can have considerable impacts on native ecosystems and agricultural crops reliant on cold winters. There are no changes expected along coastal districts, including the North 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* as consistent with s. 79BA of the *Environmental Planning and Assessment Act 1979*.

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 comply 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 North 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 New South Wales 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, particularly in parts of the West and South West Districts. We will examine options to improve air quality as part of the review of *A Plan for Growing Sydney* in 2017.



Transport movements along major road and rail corridors generate noise and are a source of air pollution. The degree of noise or air pollution can be related to the volume of traffic and the level of truck and bus movements. There are controls in place in the *State Environmental Planning Policy (Infrastructure) 2007* to assist in reducing the health impacts of rail and road noise and adverse air quality on sensitive adjacent development.

Reducing particle pollution is a priority for the NSW Government and the community as exposure can be particularly harmful. The national standard for particle pollution has been exceeded in Greater Sydney for up to 11 days per year in the last decade and the fine particle standard 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 cars 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 12:  
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 13:  
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 14:  
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 conflicts
- 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 15:  
Assist local communities develop  
a coordinated understanding of  
natural hazards and responses  
that reduce risk**

The Commission, the NSW Government and local councils will continue to adopt a range of tools, resources and implement actions to adapt to climate change and reduce risks to public and private assets. We will also explore ways to coordinate, improve and communicate information about risks associated with climate change to local communities.

**The North District and the  
Hawkesbury Nepean**

The Hawkesbury-Nepean floodplain is unique – unlike most other river catchments in Australia it has significantly higher depths during flood events, created by several narrow gorges that constrict the flow of floodwaters downstream. Limited flood warning time is a risk factor and there is a complex interaction between the main flow of the river and the catchment's multiple creeks. For these reasons, the NSW Government believes the Hawkesbury-Nepean Valley presents the greatest flood risk in NSW, which has implications for urban development and emergency management planning in the catchment.

The area of greatest flood risk is upstream of the Sackville Gorge. Due to its location downstream of Sackville Gorge, the North District is at much lower risk from flooding in the Hawkesbury-Nepean Valley.

**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 North District. The highly urbanised environment in parts of the North District can increase localised heat even more. Nevertheless, increasing the tree canopy is an important priority for the North District, which can help reduce the impact of the urban heat island effect. The Office of Environment and Heritage has mapped areas where extreme heat is experienced and where it is likely to increase with climate change. These maps 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 State agencies to review *State Environmental Planning Policy (Infrastructure) 2007* and update the *Development Near Rail Corridors and Busy Roads – Interim Guideline* (Department of Planning 2008) to include contemporary air quality and noise information. This will include analysis of likely rail corridor and road vehicle movement patterns in 2036 to provide an understanding of where air quality and noise issues might need to be managed into the future.

The Environment Protection Authority, in collaboration with the Department of Planning and Environment and stakeholders, will develop principles for reducing emissions and exposure to air pollution. These will be able to be used by relevant planning authorities and will be considered when preparing strategic plans and making development decisions across Greater Sydney.



**Action S12: Identify and map potential high impact areas for noise and air pollution**

Across the North District, the Environment Protection Authority and councils already provide a framework for potentially hazardous activities to operate and manage any impacts on air quality and noise.

The Environment Protection Authority will work with the Department of Planning and Environment and councils to identify and map buffers around industries that have been granted a licence to pollute. These will vary based on the level of risk of impacts on the surrounding community.





# Glossary

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Term	Draft District Plan definition
Central City	The metropolis of three cities includes the developing Central City, which is anchored by Greater Parramatta and the Olympic Peninsula (GPOP) in the West Central District and the strategic centres of Blacktown (also associated with Western City), Norwest, Macquarie Park (also associated with Eastern City) and Rhodes.
Collaboration Area	A Collaboration Area is a designated place where a significant productivity, liveability or sustainability outcome can be better achieved through the collaboration of different levels of government and in some cases the private sector or landowners. It is also a place where the Commission will seek to lead or be a major player in facilitating the collaboration.
District centres	<p>District centres play a significant district role due to the presence of one or more of the following characteristics:</p> <ul style="list-style-type: none"> <li>• the scale of retail activity, generally over 50,000m<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 planning controls are the combination of land use zones and development standards that control the use and built form of development. Development standards may limit height, density, set back from the road or property boundary and lot size for development or subdivision.
Priority Growth Areas	The Priority Growth areas of Greater Sydney are 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).



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