

Submissions Response Report

Draft District Plans and *Towards
our Greater Sydney 2056*

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Introduction

The role of the Greater Sydney Commission (Commission) is to lead metropolitan planning for the Greater Sydney Region. In November 2016, the Commission released *Towards our Greater Sydney 2056*, an ambitious vision for the future of Greater Sydney and six draft District Plans: Central, North, South, South West, West and West Central. These plans were exhibited between 21 November 2016 and 31 March 2017.

From March to November 2016 we spoke to over 7,500 people during the development of the draft District Plans and *Towards our Greater Sydney 2056*. During the exhibition of the District Plans the Commission continued the conversation with Greater Sydneysiders about how the city could be transformed to meet the challenges of today and the future. We reached out using social media, community workshops, drop-in events, information drop in sessions and close to 200 speaking engagements and meetings, to listen to what you had to say about the future of Greater Sydney.

The response was strong – we received 2,341 formal submissions, providing a wide range of viewpoints from individuals, community groups, NSW Government, Local Government, universities, health providers, sporting clubs and industry. We are very grateful to the people of Greater Sydney who invested their time in preparing submissions and joining the conversation. This information has helped inform our plans and has given us insights into the wide range of views about important issues.

The Commission, Transport for NSW and Infrastructure NSW are collaborating closely to ensure the land use, transport and infrastructure planning for Greater Sydney are integrated, aligned and well-coordinated. This year, we have worked together to set the directions for investment and growth for decades to come. This included sharing relevant submissions to ensure they informed all plans.

The Commission has also developed the draft *Greater Sydney Region Plan*, and five revised and new draft District Plans: the Eastern City District Plan for the former Central District, the Central City District Plan for the former West Central District, the North District Plan, the South District Plan, and the Western City District Plan which relates to a new district combining the former West and South-West districts. The draft *Greater Sydney Region Plan* and the revised and new draft District Plans are on exhibition to 15 December 2017.

Purpose of this report

This report outlines how the Commission has responded to the key issues raised in the 2,341 submissions to *Towards our Greater Sydney 2056* and the six draft District Plans. The draft *Greater Sydney Region Plan* and the revised and new draft District Plans are the Commission's formal response to the key issues raised in the submissions.

Engagement process

During the exhibition period, we engaged with over 7,750 Greater Sydneysiders using social media, workshops, drop-in events, information nights, and close to 200 speaking engagements and meetings to listen to what you had to say about the future of Greater Sydney. People from across Greater Sydney joined us for deliberative workshops, community meetings, roundtables, forums, technical working groups and online chats.

Engagement included:

- Eleven deliberative workshops held in districts across Greater Sydney. These three-hour sessions were designed to generate table-based submissions from the 280 participants.
- Peak environmental and social panels, comprising over 30 members from relevant sectors, which met several times with the Commission between March and August 2017.
- A series of weekly online interactive chats with Commissioners and senior staff providing people with an opportunity to ask questions and discuss ideas. These were hosted on Facebook, Reddit and LinkedIn during February and March 2017.
- Feedback from the Commission's Facebook, Twitter and LinkedIn social media channels.
- An independent quantitative research company to conduct a quantitative survey of over 2,000 people during March and April 2017. This provided a representative sample of the Greater Sydney population and asked the same questions contained in the online quick submission form. The survey responses were not considered to be formal submissions but enabled the Commission to increase the diversity of voices providing feedback and to help shape the plans.
- Technical working groups involving Commission staff, Commissioners and local government staff held in the six districts in March and June 2017.
- Meetings, forums and industry round tables with industry groups, business, community groups, young people, Australian, state and local government to discuss *Towards our Greater Sydney 2056* and the draft District Plans, providing opportunities for feedback and encouraging formal submissions. The round tables were conducted during July and August 2017.

What we've heard

A range of issues have emerged from the feedback and submissions on *Towards our Greater Sydney 2056* and the draft District Plans. This Report describes the key issues, as well as the Commission's responses in the preparation of the draft *Greater Sydney Region Plan* and the revised and new draft District Plans.

Some submissions commenting on issues relating to past planning decisions or matters that are the responsibility of other government agencies such as Transport for NSW and Infrastructure NSW, are excluded from this section. The Commission acknowledges that implementing the draft *Greater Sydney Region Plan* and the revised and new draft District Plans requires collaboration between all levels of government, each with their own complementary engagement and decision-making processes. The Commission has shared submissions with the relevant government agencies. The Commission continues to work with a wide range of government agencies on these and other issues.

Summary of key issues

The following key issues emerged from the 2,341 submissions on the draft District Plans and *Towards our Greater Sydney 2056*. This report provides responses to these issues.

Issue 1 – Vision and directions

Submissions supported the vision for a metropolis of three cities, but there was a strong theme about the importance of infrastructure and effective transport connections to the realisation of this vision.

Submissions requested further detail on how the plans will be implemented to deliver the three cities vision, including the role and responsibilities of different levels of government.

Issue 2 – Governance and implementation

Submissions called for a simpler structure in the District Plans. They requested priorities and actions which provide clarity and certainty for local planning, more definitive objectives, and performance criteria for councils and relevant agencies.

Submissions supported the Collaboration Areas outlined in the draft District Plans and suggested additional Collaboration Areas. However, they questioned how the Commission, councils, government agencies and the private sector will collaborate in practice. These questions reflected a broader request in submissions for clear governance, delivery and implementation mechanisms to support the outcomes of the plans.

Issue 3 – Infrastructure and funding

Submissions emphasised the need for better infrastructure to realise the aspirations of the draft District Plans and *Towards our Greater Sydney 2056*, and called for greater detail on how this infrastructure will be coordinated with land use planning. They requested clarity on how population growth will be supported by open space as well as social, education and health infrastructure. Submissions raised concerns about the forecast levels of population growth and the lack of detail in the draft District Plans on the delivery of infrastructure.

A broad range of community, government and industry submissions requested a consistent approach toward setting levies and development contributions. Councils and community organisations emphasised the importance of these contributions to fund necessary infrastructure and deliver great places, and raised concerns about funding shortfalls. A theme emerged concerning the need for a review of all levies and contributions to provide more predictability and certainty in infrastructure funding.

Issue 4 – Jobs and productivity

Submissions supported the job targets, but a theme emerged about the need for more specific and strategic plans to encourage jobs growth. Submissions encouraged innovation, knowledge intensive jobs, and smarter ways to work, with businesses located in centres across Greater Sydney.

Submissions supported the protection of urban services land and those submissions that viewed the rezoning of these lands as appropriate expressed interest in the creation of a clear process.

Issue 5 – Transport and connectivity

Submissions supported the vision for the metropolis of three cities and the 30-minute city, and called for transport investment to make it a reality. A theme emerged about the need to improve transport connections and services across Greater Sydney. Submissions called for improved accessibility across the Western City, and for safer and more accessible walking and cycling paths.

Issue 6 – Centres

Submissions requested clarification on the role, status and function of centres, including the creation of structure plans and a centres hierarchy. Some questioned specific centre classifications and identified other centres which should take a more prominent position.

Submissions supported the concentration of economic activity in centres, with requests for flexibility where appropriate and calls for an adaptive centres policy to allow for change and growth.

Issue 7 – Housing

Submissions raised the importance of infrastructure provision to support growth.

Submissions raised concerns about housing affordability, and the majority of submissions about the Affordable Rental Housing Targets supported a target of 5-10 per cent or higher.

A small number of submissions from industry had concerns about the affect that Affordable Rental Housing Targets will have on overall project viability.

There were mixed views on appropriate housing densities and targets, with an overall preference for medium density over high density.

Submissions sought to balance growth with maintaining the local character of neighbourhoods.

Issue 8 – Liveability

Submissions raised the importance of planning for liveable and healthy places. They highlighted the importance of healthy urban environments as density increases.

Submissions highlighted the need for alignment between different government policies to manage growth.

Issue 9 – Open space and the Green Grid

Submissions supported the Green Grid and suggested improvements to the corridors in the draft District Plans. They emphasised the need to provide more green spaces and more connected open space corridors as Greater Sydney grows. There were also questions about funding methods, and the mechanisms and timeframes for the delivery of the Green Grid.

Issue 10 – Natural environment and rural lands

Submissions supported the protection of scenic landscapes and metropolitan rural lands as well as actions to limit the impact of future development on the natural environment.

Submissions emphasised the need for Greater Sydney to be more resource efficient and designed for greater resilience. They stressed the need to adapt to the impacts of climate change and move towards a future with lower greenhouse gas emissions and less pollution.

Submissions supported the protection and expansion of existing open space areas and the urban tree canopy.

Issue 11 – Efficiency and resilience

Submissions supported the draft District Plans recognition of the need to mitigate and adapt to the impacts of climate change.

A theme emerged concerning the need for greater detail about climate change and how Greater Sydney will contribute to the aspirational long-term objective for NSW to achieve net-zero emissions by 2050.

Key issues and responses

Submissions to *Towards our Greater Sydney 2056* and the draft District Plans commented on a wide range of issues. This section summarises the key issues raised and how they informed the development of the draft *Greater Sydney Region Plan* and the revised and new draft District Plans.

Issue 1 – Vision to 2056

Towards our Greater Sydney 2056 presented a new vision of the future of Greater Sydney as a metropolis of three cities. This would be a fundamental change in the way Greater Sydney is organised, and would improve equity and the potential for future economic growth.

The three cities vision was expanded upon in each draft District Plan to support the creation of productive, liveable and sustainable cities. These include the established Eastern Harbour City, developing Central River City and emerging Western Parkland City adjacent to the new Western Sydney Airport and Badgerys Creek Aerotropolis. A metropolis of three cities makes a 30-minute city possible. This means most people living within a 30-minute commute of the centre of the city in which they live, and within 30-minutes by public transport of a strategic centre.

Submissions

Submissions supported the vision for a metropolis of three cities, but there was a strong theme about the importance of infrastructure and transport connections to realise this vision. There were requests for clearer communication of the structure, boundaries and visions of each city. Submissions requested further detail on how the plans will be implemented to deliver the three cities vision, including the role and responsibilities of different levels of government.

Some submissions were opposed to any growth in Greater Sydney, citing population growth as harming liveability, the environment and local character. Submissions also challenged the Commission to consider the role of regional cities in meeting the challenges of Greater Sydney's growth.

Response

The Commission agrees that the careful management of growth in Greater Sydney is important to continually improve the, liveability, productivity and sustainability of Greater Sydney. In response, the Commission continues to collaborate closely with different levels of government and agencies including councils, Transport for NSW and Infrastructure NSW, with the aim of delivering visions for each of the three cities that are integrated, aligned and well-coordinated.

Directions for a Greater Sydney 2017-2056 and the draft *Greater Sydney Region Plan* reinforce the spatial vision for Greater Sydney as a metropolis of three cities with well-connected, 30-minute cities. The draft *Greater Sydney Region Plan* (Objective 17: Regional transport is integrated with land use) also recognises the importance of regional connections and growing wider regional economies.

Issue 2 – Governance and implementation

The Commission's vision for Greater Sydney in the draft District Plans and *Towards our Greater Sydney 2056* was supported by a series of priorities and actions to be considered in local planning. These draft plans reflected the Commission's commitment to leading metropolitan planning in Greater Sydney while collaborating across government, the community and the private sector to achieve a more liveable, productive and liveable city.

Submissions

Submissions called for a simpler structure in the District Plans. They requested priorities and actions which provide clarity and certainty for local planning, more definitive objectives, and performance criteria for councils and relevant agencies.

Submissions supported the Collaboration Areas announced in the draft District Plans and suggested additional Collaboration Areas. However, they questioned how the Commission, councils and government agencies will collaborate in practice. These questions reflected a broader request in submissions for clear governance, delivery and implementation mechanisms to support the outcomes of the plans.

Response

In response to calls for clarity, the draft District Plans have a simplified structure and are integrated with the draft *Greater Sydney Region Plan* and *Future Transport 2056*. The draft *Greater Sydney Region Plan* sets strategic planning through objectives, strategies and actions, while the draft District Plans implement the draft *Greater Sydney Region Plan* through planning priorities and actions, with matters for consideration clearly outlined.

The draft District Plans and draft *Greater Sydney Region Plan* will be delivered through local planning, coordinated infrastructure delivery, private sector investment and ongoing engagement with the wider community. Councils will be required to ensure their local environmental plans align with the final district plans.

Directions for a Greater Sydney 2017-2056 (Direction 10: A collaborative city) reinforces the Commission's commitment to collaborate across government to ensure land use and infrastructure planning are aligned and to enable consistent, transparent and fair decision-making. The Commission's approach and role in this collaboration varies and must be tailored to reflect the complexities of the growing Greater Sydney Region.

Collaboration Areas identified in the draft District Plans have been retained in the revised and new draft District Plans, and new collaboration areas and collaborative processes have been identified. The draft *Greater Sydney Region Plan* (Objective 5: Benefits of growth realised by collaboration of governments, community and business) identifies which Collaboration Areas the Commission is prioritising.

Delivering on a 20-year plan with a 40-year vision will require regular reviews to respond and adapt to changing trends, innovations and community preferences. The draft *Greater Sydney Region Plan* (Objective 40: Plans refined by monitoring and reporting) provides the metrics for mapping progress. Indicators will be added to track the progress of the Greater Sydney Region Plan.

Issue 3 – Infrastructure and funding

The population of Greater Sydney is projected to increase by 1.74 million people by 2036 and will grow to eight million by 2056. This growth must be matched by increases in services and infrastructure to maintain Greater Sydney's productivity, liveability and sustainability. The draft District Plans aimed to align land use and infrastructure planning, and had actions to support planning for schools and education, health facilities and services, emergency services and youth services. The draft *Greater Sydney Region Plan* and the draft District Plans reflect the Commission's commitment to collaborate across government to support planning for the delivery of essential services and infrastructure.

Submissions

Submissions emphasised the need to support growth with appropriate open space, infrastructure and amenity. They raised concerns about forecast levels of population growth and the lack of detail in the plans on the delivery of necessary infrastructure. Submissions questioned the alignment between the Commission's priorities and the infrastructure and funding delivered by other agencies. They expressed concern about impacts on schools, hospitals, community facilities and other social infrastructure, and stressed the need for certainty on the provision of these facilities.

Submissions expressed concern about the implications of the growth anticipated in the plans for funding of council infrastructure and services. Submissions raised the need for additional funds to deliver local infrastructure, community facilities and open space given the limits on council rates and developer contributions. Submissions had varied views about the appropriateness of alternative infrastructure mechanisms, including value sharing, and there was a strong theme about the need for a comprehensive review of developer charges and contributions to provide consistency and predictability for infrastructure funding.

Response

The Commission agrees that the alignment of infrastructure to support growth is fundamental to implement strategic plans. For this reason, the Commission has identified Direction 1: a city supported by infrastructure, in *Directions for a Greater Sydney 2017 – 2056*. This Direction supports the growth infrastructure compact, a new approach developed by the Commission to assess place based infrastructure requirements and inform the appropriate amount of growth.

Objectives 1 through 4 of the draft *Greater Sydney Region Plan* aim to facilitate the delivery of a broad range of appropriate infrastructure in the right places to support growth, to sequence infrastructure provision using a place based approach, and to maximise the utility of existing infrastructure assets. The draft *Greater Sydney Region Plan* has been developed in coordination with Transport for NSW's *Future Transport 2056* and Infrastructure NSW's *State Infrastructure Strategy*.

Each draft District Plan contains a planning priority to plan for a city supported by infrastructure. These priorities outline the need to consider the city-shaping role of infrastructure, and actions to deliver infrastructure to support growth and the metropolis of three cities.

The NSW Department of Education's *School Assets Strategic Plan* sets the direction and framework for the future of school infrastructure. School Infrastructure NSW, a new specialist unit within the Department, will undertake school community planning and deliver the education infrastructure program, working with other state agencies and groups to develop schools as community hubs.

Issue 4 – Jobs and productivity

The draft District Plans highlighted the significant opportunities for economic development across the three cities of Greater Sydney, and contained actions to develop an economic development strategy for each district. They supported growth, tourism and knowledge intensive jobs including health and education, and outlined a precautionary approach to the rezoning of industrial and urban services lands to support population serving and manufacturing jobs. The draft District Plans aimed to attract employment and economic growth in a range of centres across Greater Sydney and set job targets for strategic and district centres.

Submissions

Submissions supported the creation of economic development strategies for the three cities, in particular for the Western Parkland City to support the emerging aerotropolis.

Submissions supported the protection of industrial and urban services lands, although a theme emerged in submissions from developers and landowners expressing concern that this would restrict housing supply. Those submissions which viewed the rezoning of these lands as appropriate expressed a strong interest in the creation of a transparent and consistent rezoning process.

Submissions supported job targets, but a theme emerged about the need for more specific and strategic plans to encourage jobs growth. Submissions encouraged innovation, smarter jobs, and smarter ways to work, with businesses located in centres across Greater Sydney.

Response

In response to submissions, the Commission has included aspirations for a more productive Greater Sydney in *Directions for a Greater Sydney 2017-2056* (Direction 5: Jobs and skills for the city). This direction aims to guide business growth and investment in a way that provides skills development, economic agglomeration and better freight connections.

The draft *Greater Sydney Region Plan* (Objective 22: Investment and business activity in centres) reflects this with a focus on developing knowledge-intensive industries and supporting investment in metropolitan centres, strategic centres and international trade gateways. The draft *Greater Sydney Region Plan* (Objective 24: Economic sectors are targeted for success) aims to grow successful economic sectors, which includes trade, tourism and agriculture, and the draft District Plans promote opportunities for economic growth in each district.

Urban services land is protected in the draft *Greater Sydney Region Plan* (Objective 23: Industrial and urban services land is planned, protected and managed), which reflects the importance of these lands to current and future local employment needs by outlining principles for planning for the supply of industrial and urban services land across Greater Sydney.

The draft *Greater Sydney Region Plan* also contains objectives and strategies to improve the productivity of the Harbour CBD (Objective 18), Greater Parramatta (Objective 19) and the future Western Parkland City (Objective 20).

Economic growth in the Western City will be catalysed by development of the Western Sydney Airport and Badgerys Creek Aerotropolis, and will be supported by the Western Sydney City Deal. The Commission will continue to play a key role in facilitating this collaboration in a coordinated effort to deliver economic development opportunities to Western Sydney.

Issue 5 – Transport and connectivity

The draft District Plans reflected the need to align transport and land use planning for a more liveable, productive and sustainable Greater Sydney and committed to close collaboration with Transport for NSW on transport projects. A key component of the draft District Plans was the concept of the 30-minute city, where jobs, services and centres are easily accessible by a short trip from home. A section of each draft District Plan addressed the need to effectively coordinate freight activities with land use planning.

Submissions

Submissions supported the concept of a 30-minute city, but raised the need for clear definitions of which services were incorporated into the 30-minute city. They emphasised the need for new transport links and better public transport services to achieve this outcome.

Submissions called for a well-coordinated transport strategy that would provide long-term transport planning. They stressed the need for better and more transport connections, including railways, roads, public transport, and walking and cycling paths. Submissions raised the need to better manage freight movements to minimise impacts on amenity and to ensure freight capacity continues to grow.

Response

In response to submissions, the Commission has reinforced and clarified the concept of the 30-minute city in *Directions for a Greater Sydney* (Direction 6 – A well connected city) and the draft *Greater Sydney Region Plan* (Objective 14: A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities).

The Commission is collaborating closely with Transport for NSW and other relevant government agencies, and has reviewed submissions to ensure the delivery of integrated land use and transport planning. Transport for NSW has developed *Future Transport 2056* which identifies committed and potential transport initiatives that support the 30-minute city, and has informed the draft *Greater Sydney Region Plan*. *Future Transport 2056* includes actions for better use of the existing network and identifies potential transport interchanges and locations to deliver 'Transit Oriented Development'. This will support a high level of accessibility in all centres.

In response to the demand for better accessibility and connectivity, Transport for NSW is currently investigating transport provision for new and existing corridors across Greater Sydney to ensure more people can access a strategic centre by improved and connected walking, cycling or public transport infrastructure. This will require the prioritisation of walking, cycling and social opportunities to create lively and pedestrian-friendly streets. These priorities have been reflected in the draft *Greater Sydney Region Plan* and the draft District Plans.

Transport for NSW is establishing a bicycle network that identifies bicycle routes with high quality priority. These will ensure better and safer connections between centres and where people live. Investigation of potential rail corridors is currently underway, including the Western Sydney Rail Needs scoping study.

Transport for NSW is also investigating methods to optimise freight efficiency and investment into dedicated freight corridors and infrastructure (for example, the Northern Sydney Freight Corridor, the Outer Sydney Orbital and the Moorebank Intermodal Terminal). The draft *Greater Sydney Region Plan* (Objective 16: Freight and logistics network is competitive and efficient) includes strategies to improve the strength and efficiency of the freight network and to protect and manage Greater Sydney's trade gateways so they can grow to meet increased demand. This will be vital to maintaining and enhancing Greater Sydney's international competitiveness.

Issue 6 – Centres

The draft District Plans emphasised the growth and evolution of strategic, district and local centres as fundamental to Greater Sydney's success. Strategic and district centres were classified, reflecting their scale, contribution to job growth and productivity and the services they provide. Each draft District Plan contained priorities to manage growth and change in centres, and to concentrate economic activity such as commercial and retail floor space in major centres. The draft District Plans aimed to grow knowledge-intensive jobs in these centres, with strategies to support the evolution of health and education clusters towards active and diversified innovation in districts.

Submissions

Submissions requested clarification on the role, status and function of centres, including the creation of structure plans and a centres hierarchy. Some questioned specific centre classifications and identified other centres which should take a more prominent position. Submissions supported the concentration of economic activity in centres, with requests for flexibility where appropriate and an adaptive centres' policy to allow for change and growth.

Response

In response to submissions, the draft *Greater Sydney Region Plan* reinforces the importance of centres through Objective 21: Internationally competitive health, education, research and innovation precincts and Objective 22: Investment and business activity in centres. These objectives aim to grow opportunities for investment and business activity in centres and grow internationally competitive health, education, research and innovation precincts.

The draft *Greater Sydney Region Plan* supports these outcomes by aiming to establish a framework for managing centres which provides clarity of expectations for growth and change.

The draft *Greater Sydney Region Plan* identifies the metropolitan centres of the Eastern and Central Cities, and the metropolitan city cluster of the Western City at the top of an amended and clarified centres hierarchy. Former district and strategic centres have been combined into a single category of strategic centres, which are important places with a variety of goods, services, and jobs. The draft *Greater Sydney Region Plan* identifies the need for enhanced public transport access to these centres as part of the 30-minute city. The remainder of centres have been classified as local centres.

The draft *Greater Sydney Region Plan* takes a flexible view of centres, enabling their role to evolve in the future and seeking to create opportunities for the development of new centres to accommodate required retail and office floor space. The draft *Greater Sydney Region Plan* emphasises that all centres are important, and supports the delivery of walkable, accessible, safe and high amenity centres. The draft District Plans support the growth of individual strategic centres and the renewal of local centres to create great places where appropriate.

The draft *Greater Sydney Region Plan* highlights the importance of technology in innovative retail operations and the future of how people work. It notes that strategic planning must be responsive to disruptive innovation by continually engaging with industry and assessing regulatory barriers.

Issue 7 – Housing

Housing was at the centre of the Commission's liveability focus in the draft District Plans, which contain actions and priorities to increase housing choice, affordability, supply and diversity across Greater Sydney. Five year housing targets were set for each local government area and 20 year targets were set for Districts. Under the draft District Plans, councils were required to prepare local housing strategies to address proposed housing supply and diversity to meet housing targets. Affordable Rental Housing Targets were also proposed at 5 -10 per cent of new floor space of additional dwellings in rezoned areas to be required to be affordable housing.

Submissions

Submissions expressed mixed views on housing targets and density, varying between different districts and areas. Submissions generally supported the housing targets, but a theme emerged about the lack of related improvements to infrastructure and services.

Submissions recognised the need for more affordable housing, although there were varying views on appropriate mechanisms including greater supply, inclusionary zoning and broader policy reform. There were calls for enhanced coordination across government to deliver faster planning approvals supported by stronger alignment between housing and infrastructure.

There were mixed views on the level of the Affordable Rental Housing Target, with calls for higher targets, calls for the targets to be responsive to local conditions, requests for guidance on the implementation, and concern from a small number of industry groups about impacts on project viability and broader housing affordability. Of the 163 submissions which specifically discussed the Affordable Rental Housing Targets, the majority supported a target of 5 -10 per cent or called for a higher target.

Response

In response to submissions, the Commission's *Directions for a Greater Sydney 2017 - 2056* (Direction 3: Housing the city) details the need for accelerated housing supply, more affordable housing of a range of types and tenures and for infrastructure to support new housing. The draft *Greater Sydney Region Plan* supports this direction through Objective 10: Greater housing supply and Objective 11: Housing is more diverse and affordable, and through strategies to deliver housing supply matched by infrastructure. The draft District Plans each include a planning priority supporting housing supply and diversity.

There has been no change to the five year and 20 year housing targets and they are as per the draft District Plans released in November 2016 with the exception of a change to the 20 year target for the North and Central City Districts due to council boundary changes. Councils will be required to prepare local or district housing strategies to address local housing needs and opportunities and to enable that housing targets are met, with considerations outlined in the draft District Plans.

The draft *Greater Sydney Region Plan* supports broader housing affordability in a range of ways, such as the investigation of innovative purchase and rental models, more compact housing and new owner-developer apartment models.

The draft *Greater Sydney Region Plan* retains the objective of proposing the implementation of a 5 -10% Affordable Rental Housing Target subject to viability testing. The Plan also proposes that State agencies, when disposing or developing surplus land for residential or mixed-use projects to include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.

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

Issue 8 – Liveability

The draft District Plans recognised the importance of putting people at the heart of planning for great places and included actions to deliver design-led planning, which considers and builds upon the key strengths and characteristics of places. An important part of Greater Sydney is its Aboriginal, European and natural heritage. The draft District Plans contained priorities to conserve this heritage and to foster cohesive communities. The draft District Plans also sought to support the creative arts, with an aim to foster culture by integrating the arts into urban development.

Submissions

Submissions supported the inclusion of liveability priorities, with calls for a broader liveability focus. Submissions emphasised the importance of healthy urban environments as density increases, with better open space, sports facilities, walking and cycling paths and access to fresh food. There were also requests for the draft District Plans to better articulate the role of creative industries, culture and the arts in leading innovation and precinct renewal.

Submissions highlighted the need for integration between different government policies to manage growth and renewal to deliver great places and high quality design. A theme emerged regarding stronger protections of heritage. Some councils and community groups felt that expanded complying development provisions compromised local character and liveability.

Response

In response, the Commission has identified the importance of liveability in *Directions for a Greater Sydney 2017 – 2056* (Direction 2: A city for people and Direction 4: A city of great places). These directions outline the Commission's commitment to building on local characteristics, community strengths, heritage and cultural values, and to delivering safe, inclusive and walkable mixed use areas that exhibit urban design excellence.

Objectives 6, 7, 8, 9 and 13 of the draft *Greater Sydney Region Plan* address demographic change and population growth, cultural diversity, healthy and inclusive places, the need to foster creative arts and the night time economy and the need to protect heritage. These objectives support local communities and the arts to provide authentic local experiences and opportunities for social connection that are supported by social infrastructure. Important local heritage sites and cultural places will be recognised in the draft District Plans, which contain priorities and actions to deliver great places.

The draft *Greater Sydney Region Plan* contains Objective 7, which guides communities to be healthier, resilient and more socially connected. Transport for NSW is establishing Sydney's Principal Bicycle Network, which will consist of high quality routes between centres across Greater Sydney.

The Government Architect NSW has published *Better Placed: An integrated design policy for NSW*, which sets out principles and requirements for creating great places. The Commission supports place-based planning in the draft *Greater Sydney Region Plan* (Objective 12: Great places that bring people together), and will continue to work with councils to achieve great places with high quality urban design and healthy environments.

Issue 9 – Open space and the Green Grid

The draft District Plans built on the concept of the Green Grid introduced in *A Plan for Growing Sydney*. The Green Grid is a connected network of open spaces across Greater Sydney, which aims to increase access to open space, create high quality public spaces and green the urban environment. The Greater Sydney Green Grid will connect regional walking and cycling trails and protect scenic urban landscapes. The draft District Plans mapped Green Grid opportunities and set out a planning priority and other important projects to deliver it.

The draft District Plans acknowledged the important role of open space in providing a healthy and liveable city. The draft District Plans contained actions to support local open space planning and increase the provision of open space across Greater Sydney.

Submissions

Submissions emphasised the need to protect existing open spaces and to create new open spaces as the population of Greater Sydney grows and urban densities increase. To support this, there were requests for clearer objectives concerning open space, sports facilities, and walking and cycling infrastructure.

Submissions supported the Green Grid, but sought more information on the method and timeframe for delivering the Green Grid and how delivery would be funded. Submissions also suggested specific additions to the network and improvements to existing walking and cycling networks.

Response

In response to submissions, the draft *Greater Sydney Region Plan* highlights the importance of considering area, quality and distribution when planning for open space. Objective 31: Public open space is accessible, protected and enhanced aims to protect, enhance and expand public open spaces and is supported by a strategy with requirements for planning open space in Greater Sydney. This includes requiring large urban renewal initiatives to demonstrate how access to high quality and diverse local open space is maintained or improved. The draft *Greater Sydney Region Plan* also advocates using existing open spaces more wisely, and sharing assets more broadly, such as open space within school grounds.

The draft *Greater Sydney Region Plan* (Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths) aims to create and deliver the Greater Sydney Green Grid, noting that it will be delivered incrementally over decades through a range of land use planning and infrastructure investment mechanisms. The draft District Plans identify important green grid projects for each district.

The NSW Government's Metropolitan Greenspace Program, administered by the Commission, directly funds greenspace provision through co-investment with councils. Councils will also be able to deliver priority Green Grid connections through local strategic planning, negotiating voluntary planning agreements and through their own infrastructure investment programs.

The Commission will work with councils to further identify opportunities for shared open spaces, including innovative uses of existing active open space, such as golf courses.

Issue 10 – Natural environment and rural lands

The draft District Plans outlined priorities for the protection of Greater Sydney's natural environment and landscape and contained actions to protect waterways and coastal landscapes, preserve bushland and biodiversity, enhance urban tree cover and minimise impacts on biodiversity. The draft District Plans also noted the importance of protecting scenic landscapes. The Metropolitan Rural Area, first identified in *A Plan for Growing Sydney*, contains a wide range of environmental, social and economic values. The draft District Plans made it clear that urban development was not supported in the Metropolitan Rural Area and proposed a design-led and place-based approach to planning in the Metropolitan Rural Area.

Submissions

Submissions supported the protection of important scenic landscapes, and suggested additional landscapes and areas that should be protected. Most supported the protection of Metropolitan Rural Lands, and a theme emerged concerning the need for more certainty or a more fine-grain vision for the future of these areas.

Submissions emphasised the importance of the natural environment, and called for stronger actions and greater detail to limit the adverse impacts of development and to provide confidence on the maintenance of environmental values. They highlighted the range of planning instruments and legislation with implications for natural resources.

Submissions raised support for the protection of Metropolitan Rural Area, notably in South Dural. Submissions also raised concerns about the protection of biodiversity and local trees, and requested further expansion of the urban tree canopy.

Response

In response, the Commission has identified the importance of the natural environment and landscapes through *Directions for a Greater Sydney 2017 – 2056* (Direction 7: A city in its landscape). The draft *Greater Sydney Region Plan* has identified four major landscapes in Greater Sydney. These are the Protected Natural Area, the Metropolitan Rural Area, the Urban Area, and the Coast and Harbours.

The draft *Greater Sydney Region Plan* notes that many elements of the natural landscape, including waterways, urban bushland and the urban tree canopy, are valuable forms of green infrastructure. Objective 25 aims to protect and improve the health of the coast and waterways, to improve and manage access to waterways for recreation and to support innovative use and reuse of water in the landscape.

The draft *Greater Sydney Region Plan* (Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced) reaffirms a commitment to landscape scale protection of biodiversity, and notes that biodiversity is complemented by urban bushland and remnant vegetation.

The draft *Greater Sydney Region Plan* (Objective 29: Environmental, social and economic values in rural areas are maintained and protected) restricts urban development, which is not supported in the Metropolitan Rural Area except for identified areas of investigation. This objective also aims to manage the environmental, social and economic values of rural areas and confirms the Commission's commitment to design-led planning.

Issue 11 – Efficiency and resilience

The draft District Plans aimed to adapt and respond to a changing climate, build resilience to future shocks and create more efficient systems as Greater Sydney grows. The draft District Plans sought to improve resilience by extending the urban canopy to mitigate the urban heat island effect, addressing flood risk (principally in the Hawkesbury-Nepean Valley), integrating land use and transport planning to consider emergency evacuation, and assisting local communities to develop a coordinated understanding of natural hazards and responses.

The draft District Plans contained collaborative actions by which the Commission would support greater energy and water efficiency and lower carbon emissions and pollution. This would support the NSW Government's commitment to make Greater Sydney a net-zero carbon emissions city by 2050. Opportunities for improved waste management in each district were supported with sustainability priorities and actions.

Submissions

Submissions supported the recognition in the draft District Plans of the need to mitigate and adapt to the impacts of climate change. Themes emerged regarding the need for greater detail about climate change, how Greater Sydney will contribute to the NSW aspirational objective of net-zero emissions by 2050 and the need for stronger alignment with the principles of ecologically sustainable development.

Submissions reinforced the need for resilient city design, including consideration of waterways and storm water design and the need for more green spaces to mitigate the urban heat island effect. They supported Greater Sydney becoming more efficient, with local generation of renewable energy, precinct scale energy and water infrastructure, and more use of recycled water.

Response

In response, the Commission has identified efficiency and resilience (Direction 8: An efficient city, and Direction 9: A resilient city) in *Directions for a Greater Sydney 2017 – 2056* as important to minimising the impacts of Greater Sydney's growth. The draft *Greater Sydney Region Plan* contains objectives and strategies which implement these directions, and which address the need to mitigate and adapt to the impacts of climate change and natural and urban hazards. The draft District Plans support these directions at the district-scale with a number of priorities and actions.

The *NSW Climate Change Policy Framework* assigns an aspirational long-term objective for NSW to achieve net-zero emissions by 2050. The draft *Greater Sydney Region Plan* (Objective 33: A lower carbon city contributes to net-zero emissions by 2050 and mitigates climate change) recognises that Greater Sydney's urban structure and built form can support this objective. This objective is guided by strategies that support low-emissions buildings and transport and support precinct-based initiatives to increase renewable energy. Objective 35, (supports the development of a circular economy), further strengthens this goal. The Plan also recognises that more sustainable waste management can help lower emissions.

The draft *Greater Sydney Region Plan* (Objective 36: People and places adapt to climate change and future shocks and stresses) aims to create a more resilient Greater Sydney to adapt to climate change and to respond to a range of shocks and stresses.

The draft *Greater Sydney Region Plan* (Objective 37: Exposure to natural and urban hazards is reduced) aims to reduce exposure and vulnerability to natural and urban hazards, and supports local level planning to reduce hazards such as bushfires, flooding, air pollution and water contamination.

The draft *Greater Sydney Region Plan* (Objective 39: Heatwaves and extreme heat are managed) aims to mitigate the urban heat island effect and reduce vulnerability to extreme heat.

District key issues and responses

Submissions to the draft District Plans commented on a wide range of issues. This section summarises the District specific issues raised and how they informed the development of the draft *Greater Sydney Region Plan* and the revised and new draft District Plans.

Eastern City District (formerly the Central District)

Issues

Submissions in response to the draft Central District Plan supported the vision of three cities, the strategic plan for health and education precincts, and the Collaboration Areas set for the District. Concerns were raised regarding high density development, and there were calls for local character and heritage assets to be maintained. There were requests for a strategic planning process to protect the environmental and scenic values of Sydney Harbour.

Submissions emphasised the need to better manage the impacts of increasing densities on the natural environment and open space, as well as on social and transport infrastructure.

There was a desire to see better protection of existing industrial and creative land uses in the District. Submissions requested that the Commission explore ways to improve transport links from less accessible locations and leverage opportunities along Parramatta Road and WestConnex.

Response

In response to submissions, the draft *Greater Sydney Region Plan* and *Directions for a Greater Sydney 2017–2056* build upon the vision of a metropolis of three cities with a strong Eastern Harbour City. This is reflected in the revised draft Eastern City District Plan (Planning Priority E7: Growing a stronger and more competitive Harbour CBD).

The revised draft Eastern City District Plan (Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage) recognises the many great places in the District and outlines considerations and actions to respect places' unique characters, while allowing growth where appropriate.

The importance of Sydney Harbour and other waterways is recognised in the revised draft Eastern City District Plan, with Planning Priority E14 which outlines actions to improve access to the harbour and protect waterways.

The Commission and Transport for NSW, through *Future Transport 2056*, recognise that Sydney Metro light rail, WestConnex and expanded active transport are part of an integrated transport solution to address the needs of a growing city. This is reflected in the revised draft Eastern City District Plan (Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city).

The revised draft Eastern City District Plan recognises the value and operation of existing industrial and urban services land across the District through Planning Priority E12, while Planning Priority E9 protects the economic viability of the trade gateways of Port Botany and Sydney Airport.

North District

Issues

Submissions in response to the draft North District Plan emphasised the need for infrastructure investment to cater for proposed growth in the District, including public transport and schools. There was a preference for medium density over high density, with concerns raised about the existing high density development within centres. Submissions supported the need for more housing choice, generally supported the Affordable Rental Housing Target, and stressed the need to retain local character and heritage of the District.

Submissions raised the need for prioritising cycleways and walking, and the importance of reserving future public transport corridors. They supported more walkable centres and emphasised the need to respond to the District's traffic congestion. Submissions generally supported the protection of Industrial and Urban Services land across the District.

Submissions supported the extension of the urban tree canopy and the Green Grid, and felt that this would be a positive legacy for future generations. They emphasised the value of and need to protect natural landscapes including foreshore areas, bushland and open space. There were some concerns about the impact of development on important biodiversity and wildlife corridors.

Submissions received in relation to the Northern Beaches Hospital Precinct Structure Plan generally requested a wider catchment for any rezoning of the surrounding area.

Response

In response to submissions, the Commission will collaborate with Transport for NSW to improve the accessibility and connectivity of the District, including improved mass transport options and incorporating more active transport networks. This is supported by Planning Priority N8 and N12 in the revised draft North District Plan, which seeks to improve key transport connections. The draft *Greater Sydney Region Plan* (Objective 2: Infrastructure aligns with forecast growth - growth infrastructure compact) and the revised draft North District Plan (Planning Priority N1: Planning for a city supported by infrastructure) aim to match infrastructure to growth.

The draft *Greater Sydney Region Plan* (Strategy 13.1) aims to conserve heritage, and the revised draft North District Plan (Planning Priority N6: Creating and renewing great places and local centres, and respecting the District's heritage) seeks to create great places in the District and respect the characteristics of existing places.

The revised draft North District Plan (Planning Priority N15: Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways) emphasises the importance of foreshore land, which will be protected through strategic and local plans. The North District's environment is protected through Planning Priorities N16, N17 and N19, which aim to enhance bushland, biodiversity, scenic landscapes and tree canopy cover.

Green Grid projects have been granted funding under the Metropolitan Greenspace Program to enhance green infrastructure in the Lane Cove National Park and Lane Cove River, as well as enhancing Eastwood to Macquarie Park open space corridors. The Commission will work with NSW Office of Sport and councils to identify opportunities for shared open spaces, including innovative uses of existing active open space, such as golf courses.

The Collaboration Areas in Frenchs Forest, Macquarie Park and St Leonards are also identified as priority precincts and have been retained in the revised draft North District Plan. The Commission will continue to collaborate with other agencies to deliver improved planning outcomes in these places.

South District

Issues

Submissions in response to the draft South District Plan called for improvements to key transport infrastructure in the District. This included upgrades to the Illawarra Railway Line, improved links between the District, Greater Parramatta and the Western City, and clarity on the F6 Motorway. Some submissions opposed intensification along the Sydenham-Bankstown Corridor and the conversion of the existing heavy rail line to Sydney Metro City and Southwest. There were mixed views on the implications of urban renewal, with particular concern about the loss of local character and impacts on heritage buildings and natural assets. Submissions emphasised the importance of consultation with the community and co-ordinated government actions.

Submissions preferred medium density over higher density development, and some supported increased housing density and the provision of affordable housing. Some submissions were concerned about the inequitable distribution of housing targets across the District, especially for the Canterbury-Bankstown local government area. Submissions highlighted the need for more open space as housing density increases. They supported the Green Grid as a way to provide connected open space and areas of biodiversity.

Response

The Commission will continue to work with Transport for NSW on initiatives to deliver East-West and North-South connectivity, which aligns with the 30-minute city vision. Investment in the next 10 years will focus on the Sydney Metro City and Southwest, creating significant capacity on the T3 Bankstown Line and improving connectivity between Bankstown and the Harbour CBD. WestConnex will improve road-based west connections and planning is underway for the F6 Motorway.

While urban renewal in areas such as the Sydenham-Bankstown Corridor will mean significant change in the District, it provides opportunities for major infrastructure replacement and improvement. It can also help to create more walkable and liveable neighbourhoods. The revised draft South District Plan (Planning Priority S6: Creating and renewing great places and local centres, and respecting the District's heritage) emphasises the importance of development which improves local amenity and embraces local character.

The revised draft South District Plan (Planning Priority S14: Protecting and enhancing bushland biodiversity and scenic and cultural landscapes and better managing rural areas) recognises the high value of the District's bushland and biodiversity, and seeks to protect areas of remnant vegetation and bushland through strategic planning, especially in areas close to national parks and along riparian corridors. It also identifies opportunities to support the delivery of the Green Grid and enhance local open spaces.

Western City District (formerly the South West and West Districts)

South West Issues

Submissions in response to the draft South West District Plan emphasised the need for better integration between the West and South West Districts to deliver the emerging Western Parkland City. They requested better transport connectivity running both North-South and East-West across the district to decrease the current levels of locational disadvantage.

Submissions supported opportunities to leverage the development of Western Sydney Airport and Badgerys Creek Aerotropolis to create additional jobs and transport connections for the emerging Western City District. They supported the role of South Creek as a defining structural element of the Western City District. A theme emerged requesting a greater focus on the Macarthur Region, including a new Macarthur City supported by better transport connections.

West Issues

Submissions in response to the draft West District Plan called for improved connectivity, including north-south and east-west connections across the district. This includes the need for a rail line running north-south through the Western Sydney Airport, Badgerys Creek Aerotropolis and the Outer Sydney Orbital. Submissions emphasised the need for an increase in job diversity and the protection of employment lands to support the growing population of the District. Submissions requested stronger protection of residential character and heritage, including in the Hawkesbury and Blue Mountains, and requested clarification of the link between the Greater Blue Mountains World Heritage Area and the Green Grid. Submissions supported sustainability actions which aim to protect the natural landscape, including biodiversity, the Metropolitan Rural Area, and the Blue Mountains World Heritage Area. Submissions raised concerns about the impact of the Western Sydney Airport and Badgerys Creek Aerotropolis on the natural environment and residential amenity.

Submissions raised concerns about the resilience of the District and about the impacts of flooding in the Nepean River catchment including the need for more flood-free crossings across the Hawkesbury-Nepean River.

Combined response for the former South West and West Districts

To reinforce the Commission's vision for Greater Sydney as a metropolis of three cities, we have revised our thinking for the South West and West Districts and merged them into one Western City District. A draft District Plan has been prepared for the Western City District to reflect this.

In response to submissions, the draft *Greater Sydney Region Plan* and *Directions for a Greater Sydney 2017-2056* reinforce the vision of three cities. Objective 20 of the draft *Greater Sydney Region Plan* supports the emerging Western City District, which will be shaped by South Creek and catalysed by the Western Sydney Airport and Badgerys Creek Aerotropolis. This is supported by the draft Western City District Plan, which in Planning Priority W7 and W8 seeks to establish the land use and transport structure to deliver the Western City District and to leverage opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis. Planning Priority W9: Growing and strengthening the metropolitan city cluster, seeks to grow the existing centres of Liverpool, Greater Penrith and Campbelltown-Macarthur, which together with the Western Sydney Airport and Badgerys Creek Aerotropolis form the metropolitan city cluster.

Transport for NSW is currently conducting the Western Sydney Rail Needs Scoping Study, which is investigating potential rail corridors in the Western Sydney area. The Commission is working closely with Transport for NSW to ensure the delivery of mass transport infrastructure that meets the long term needs

of the Western City District, and improves connections between and to the three strategic centres of Liverpool, Greater Penrith and Campbelltown-Macarthur.

The Commission, the Australian Government, the NSW Government, and eight local councils are collaborating to deliver the Western Sydney City Deal. This initiative will seek to unlock public and private investment in key infrastructure, support jobs and economic growth, and help improve liveability of Sydney's outer west.

The draft Western City District Plan (Planning Priority 16: Protecting and enhancing scenic and cultural landscapes) recognises the importance of the Greater Blue Mountains World Heritage Area, and Planning Priority W20: Adapting to the impacts of urban and natural hazards and climate change, reinforces the need to make a more resilient City, including ongoing management of flood risk in the Hawkesbury-Nepean Valley. The Western Sydney City Deal will also facilitate a coordinated approach to the protection of biodiversity, as well as support for clean air and green spaces.

Central City District (formerly the West Central District)

Issues

Concerns were raised about the fast pace of growth in the District and the impacts of growth on urban amenity and infrastructure requirements. There was a particular focus on traffic congestion and public transport access. Submissions raised concerns about the lack of certainty for investment and the lack of clarity around priority transport links. They called for the District Plan to go beyond existing or committed transport projects and identify future transport links required to support growth. Submissions identified various public transport improvements, including a north-south connection from Cudgegong Road Station to Western Sydney Airport and Badgerys Creek Aerotropolis via Marsden Park, as well as fast and reliable east-west links between Parramatta, Blacktown and Western Sydney Airport and Badgerys Creek Aerotropolis.

Submissions commented positively on the 30-minute city, affordable housing, housing diversity, jobs and centres. Concerns were raised about the open space priorities, including the urban heat island effect, tree canopy cover, food security, biodiversity issues and unsustainable levels of population growth. A number of submissions called for the protection of the Parramatta River. Submissions also emphasised the need for improvement of water quality and waterway health in the District.

Responses

The draft *Greater Sydney Region Plan* and revised draft Central City District Plan reinforce the role of Greater Parramatta as the metropolitan centre of the Central River City and focus on development of, jobs and skills growth. This growth will improve access for residents of the Central River District to a range of jobs, housing types and activities.

In response to concerns about infrastructure requirements, the draft *Greater Sydney Region Plan* acknowledges the need to support growth with timely provision of the right infrastructure in the right place. To achieve this, Objectives 1 – 5 of the draft *Greater Sydney Region Plan* aim to prioritise infrastructure investment. The draft Plan also introduces the growth infrastructure compact model which will be piloted in Greater Parramatta and the Olympic Peninsula (GPOP). The growth infrastructure compact assesses the nature and timing, of infrastructure required for an area in light of its forecast housing and employment growth, including analysis of growth scenarios.

The draft *Greater Sydney Region Plan*, *Future Transport 2056* and revised draft Central City District Plan outline the city shaping network, strategy road network and intermediate transit (light rail, buses and ferries) which are integrated with the land use objectives and priorities for the District.

The revised draft Central City District Plan (Planning Priority C6: Creating and renewing great places and local centres, and respecting the District's heritage) recognises the need to respect local characteristics when planning for future growth.

The revised draft Central City District Plan (Planning Priority C13: Protecting and improving the health and enjoyment of the District's waterways) recognises the importance of waterways in the Central City, and contains Actions 61 through 65 to protect, enhance, improve and reinstate them. The draft Plan aims to improve and manage access to waterways and waterway health through an integrated approach with relevant councils, planning authorities, infrastructure agencies and state-owned corporations.

The revised draft Central City District Plan also recognises the importance of the urban tree canopy in cooling the environment and provides planning priorities C16 and C17 and actions to increase the urban tree canopy cover, deliver Green Grid connections and high quality open space and protect and enhance biodiversity.

Location specific submissions

During the exhibition period, several stakeholder groups provided location specific submissions or provided guidance to support individual submissions. A large number of submissions were related to three specific locations:

- North Strathfield submissions requested that the draft Central District Plan rezone land between Allen Street and Conway Street to allow for high density residential development.
- Strathfield submissions requested that Strathfield be incorporated as a Priority Precinct with high-rise residential development in the area around Strathfield train station.
- South Dural submissions supported the protection of rural lands around South Dural and opposed a proposal for development of residential dwellings in this area.
- A smaller number of submissions opposed high density residential development in North Strathfield or Strathfield, or supported residential development in South Dural.

Response

The draft *Greater Sydney Region Plan* and revised and new draft District Plans are strategic plans which provide a 40-year vision and a 20 year plan for the future development of Greater Sydney as well as district wide strategies and actions to deliver these visions.

Councils are required to ensure their local plans are consistent with the District Plans. The District Plans do not make any specific recommendations regarding individual zoning decisions.

North Strathfield

The future of the North Strathfield area was considered through the *Parramatta Road Corridor Urban Transformation (Strategy)*, which was completed by UrbanGrowth (now Landcom) and adopted in October 2016 after three years of community consultation and investigation.

The final Strategy was the result of collaboration between state government agencies, local councils, other stakeholders and the community. The Strategy investigated opportunities and constraints for additional development, and represents an evidence based solution to a variety of complex planning issues.

The Strategy recommended a key action of the retention of the existing low-density residential character in North Strathfield and between Allen Street and Conway Avenue, and the strategy found that higher densities in the North Strathfield area could not be accommodated due to constraints on the local road and rail network.

The Commission is working to implement the Strategy in collaboration with infrastructure agencies and local councils. The North Strathfield area is also within the GPOP Collaboration Area.

Strathfield

The draft *Greater Sydney Region Plan* reflects *Future Transport 2056's* identification of the importance of transport interchanges as places with a high level of accessibility and the potential for mixed use walkable centres and neighbourhoods. The Plan encourages Councils to consider whether interchanges could become more substantial, but identifies the need for change to respond to local conditions and deliver great places which are liveable and sustainable.

South Dural

The draft *Greater Sydney Region Plan* and draft District Plans recognise the value of metropolitan rural lands. The draft *Greater Sydney Region Plan* (Objective 29: Environmental, social and economic values in rural areas are maintained and protected) contains strategies to use place-based planning in metropolitan rural areas to maintain their values, and to limit urban development to within the Urban Area, except in identified investigation areas. There are no investigation areas identified in the North District. These strategies are reflected in the revised draft North District Plan (Planning Priority N18: Better managing rural areas).

Next steps

The draft *Greater Sydney Region Plan* is currently on exhibition and builds on *Directions for a Greater Sydney 2017 - 2056*, *Towards our Greater Sydney 2056* and *A Plan for Growing Sydney*. The revised and new draft District Plans: the Eastern City District Plan for the former Central District, the Central City District Plan for the former West Central District, the North District Plan, the South District Plan, and the Western City District Plan which relates to a new District combining the former West and South-West districts are all currently on exhibition.

The draft *Greater Sydney Region Plan* and the revised and new draft District Plans are on formal exhibition to 15 December 2017. During this time, the Commission is engaging broadly in person and online with Greater Sydneysiders. Details of events are available at greater.sydney/get-involved.

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Website: www.gsc.nsw.gov.au

Submissions: submissions@gsc.nsw.gov.au