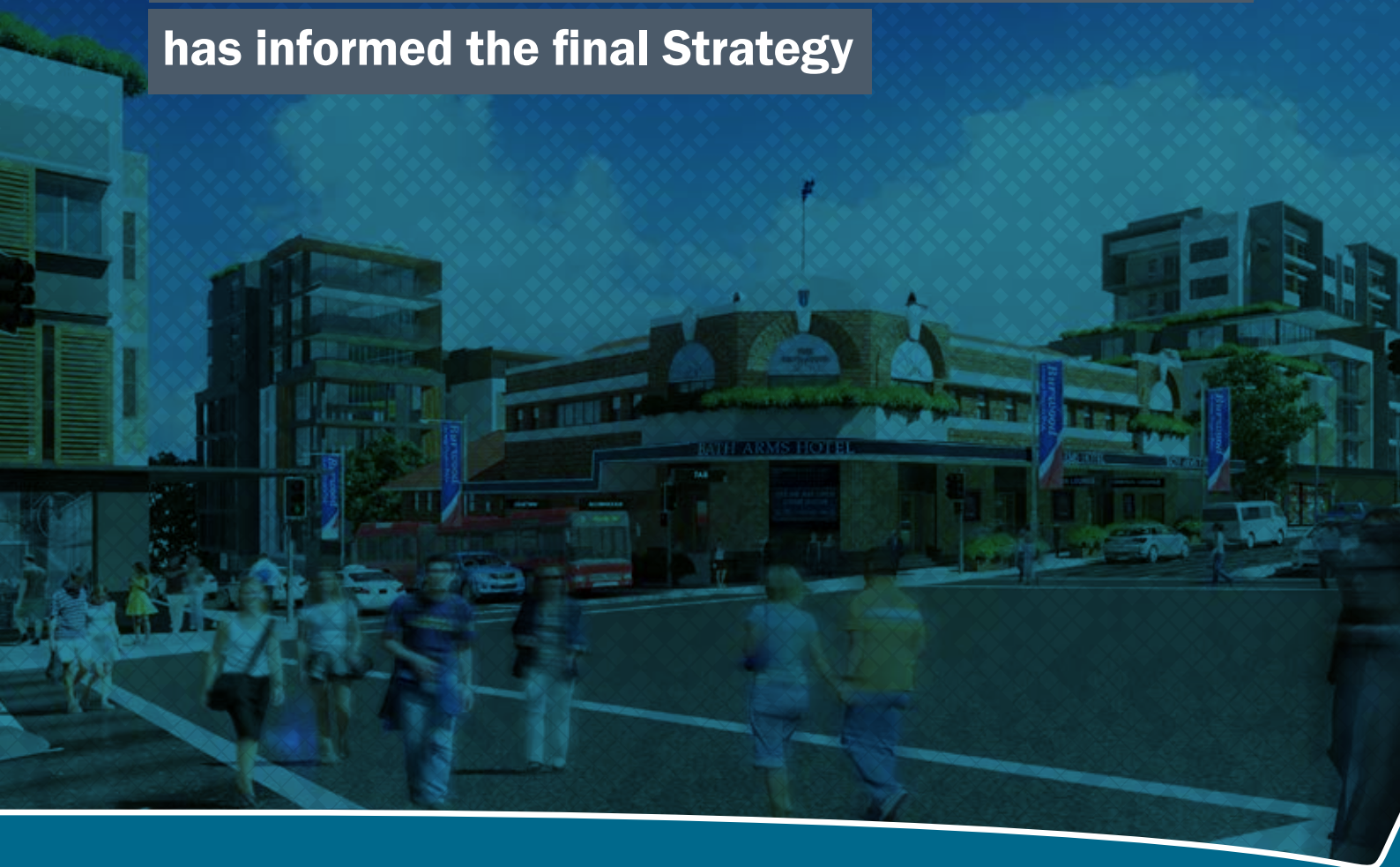


**NEW
PARRAMATTA
RD**

Informing the Parramatta Road Corridor Urban Transformation Strategy

NOVEMBER 2016

How stakeholder feedback on the draft Strategy
has informed the final Strategy



Document Control

Document Name:

Informing the Parramatta Road Corridor Urban Transformation Strategy

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GRANVILLE



AUBURN



HOMEBUSH



BURWOOD-CONCORD



KINGS BAY



TAVERNERS HILL



LEICHHARDT



CAMPERDOWN





Ministerial Foreword

Welcome to the companion document to the Parramatta Road Corridor Urban Transformation Strategy.

This document summarises how stakeholder feedback on the draft Strategy has informed the final Strategy and provides a summary of the Strategy itself.

The Strategy represents the efforts of many individuals, groups and agencies that have contributed through community consultation, research, technical studies and collaborative planning – it's our joint vision for reviving one of our city's most rich and interesting urban corridors. Together, we've created a Strategy for a better Parramatta Road Corridor, one that can support growth and offer Sydney's people choices of thriving places to live, work and visit.

New open spaces, reduced traffic congestion, improved transport, more green spaces and investment in new homes, new businesses and new jobs: these are all part of the long-term Strategy for breathing new life into the Parramatta Road Corridor and managing Sydney's expected population growth.

In the Strategy, we've responded to community priorities for more open space and satisfying urban centres and we've reached an approach to ensure that growth is staged with the delivery of necessary infrastructure, while preserving the things we love about our local areas.

The Strategy is a framework to make the Corridor a better place for the people who already live and work in the area, as well as the residents and workers of the future.

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

Rob Stokes

Minister for Planning

Informing the Parramatta Road Corridor Urban Transformation Strategy

Over the last three years, two draft versions of the Strategy were exhibited for public feedback and more than 3,700 responses were received to the most recent draft. The final Strategy has been informed by this feedback as well as many technical studies, data and investigations.

Process

After three years of collaboration and consultation, the final Parramatta Road Corridor Urban Transformation Strategy has now been released and will guide growth, change and investment. Thank you to everyone who participated in its development.

About the Parramatta Road Corridor Urban Transformation Strategy

The Strategy sets out the vision and land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years. It is an integrated land use planning and transport framework to guide future land use in a staged manner, where development will be coordinated with infrastructure delivery and funding. Eight Precincts will be the focus of growth and renewal in the Corridor.

The Strategy is supported by an Implementation Tool Kit which responds to community priorities for more open space and more appealing streets, reduced traffic congestion, improved public transport, and a better environment for residents and business.

The Strategy does not rezone land, but provides guidance for the consideration of future rezoning applications. A Ministerial Direction gives statutory (legal) weight to the Strategy and Implementation Tool Kit. The Direction requires land use and transport proposals to demonstrate consistency with the Strategy and Tool Kit, and enables councils to consider planning proposals in a clear strategic context. Any land use changes (rezonings) will be considered using the existing land use planning system.

Benefits of the Strategy

The Strategy is supported by a prioritised and costed *Infrastructure Schedule* and is underpinned by a \$198m Government package to fund 32 individual public domain improvement projects, in addition to the *Infrastructure Schedule*. Combined, over the life of the Strategy, the infrastructure and the amenity improvement projects have the potential to deliver:



78.6ha of new and upgraded open space, recreation areas and urban plazas



18 new sports courts



three new synthetic playing fields with roofs



41km of new and upgraded walking and local and regional cycling connections



6.5km of streetscape improvements including new footpaths, street tree planting, street furniture, undergrounding services and lighting on Parramatta Road and surrounding streets



more than **3,000m²** of new and upgraded community infrastructure facilities



\$311m of development contributions towards education facilities



\$131m towards the Burwood to Sydney CBD rapid bus route



contributions towards **health facilities/rooms** in each Precinct and upgrades of Concord, Canterbury, Balmain and Royal Prince Alfred Hospitals.

Main differences from the draft Strategy to the final version

Feedback on the draft Strategy from the community and other stakeholders has informed the final Strategy. The key changes are outlined below. Further detail on themes and Precincts is described in this document.

- There has been no change to the Precinct and Frame Area boundaries, but there are some changes to land uses and recommended built form controls within the boundaries in some locations.
- Recommended building heights have been reduced in some locations including in the area between George Street, Allen Street and Conway Street and Powells Creek Reserve in North Strathfield in the short-term.
- Recommended building heights to the north of Parramatta Road in the Burwood-Concord Precinct have been reduced and heights transition down to the adjoining lower scale residential areas.
- Recommended building heights across the Taverners Hill Precinct will not exceed eight storeys. Higher densities will be concentrated on Parramatta Road and Tebbutt Street.
- Recommended densities and other built form controls have been identified in the Precincts and the Frame Areas.
- The Strategy is supported by an Implementation Tool Kit. The Tool Kit comprises the *Implementation Plan 2016-2023*, the *Planning and Design Guidelines*, the *Infrastructure Schedule* and the *Urban Amenity Improvement Plan*.
- The Strategy and Implementation Tool Kit are given statutory (legal) weight by a Section 117 Ministerial Direction. Future rezonings and planning proposals are required to be consistent with the Strategy and Implementation Tool Kit and consent authorities must consider these documents when assessing planning proposals.
- The first stage of land use change and development between 2016 and 2023 is mapped in the *Implementation Plan 2016-2023*. The *Implementation Plan 2016-2023* indicates the quantum and mix of land uses that could be delivered by 2023, as well as the infrastructure required to support release of the Precinct or Frame Area. Proposals that depart from the staging and sequencing identified in the *Implementation Plan 2016-2023* will need to be considered against the 'Out of Sequence Checklist' which ascribes a merit assessment process to determine whether proposals should be allowed to proceed. This ensures that changes to development controls and development do not happen without necessary transport, services and social infrastructure.
- The Strategy and Implementation Tool Kit documents include more detail than what was included in the draft Strategy. The *Planning and Design Guidelines* recommends future land uses, heights, densities, circulation and movement arrangements and open space and public domain across the Corridor for each Precinct.
- The level of detail provided for the Frame Areas is now similar to that provided for the Precincts. This is included in the *Planning and Design Guidelines*.
- A minimum 5 per cent of all new housing will need to be provided as Affordable Housing.
- The Strategy provides greater detail on the way new city-shaping infrastructure such as WestConnex, Parramatta Light Rail, and longer-term public transport initiatives will support the Corridor's growth.
- Concerns about the provision for adequate transport and social infrastructure are addressed in the *Infrastructure Schedule* which includes a costed and prioritised list of infrastructure required to support development. The Schedule prioritises and addresses funding of the future infrastructure required to support the long-term population growth and change in the Corridor.
- Any planning proposals submitted in the Parramatta Road Corridor will need to demonstrate that satisfactory arrangements are in place to deliver or contribute towards the timely delivery of infrastructure and works identified within the *Infrastructure Schedule* until the Government has exhibited a draft Special Infrastructure Contribution levy for the Corridor.

1

About this document



1.1 Purpose of this document

This document is a ‘linking document’ between the *Consultation Outcomes Report*, May 2016 and the *Parramatta Road Corridor Urban Transformation Strategy* (the Strategy), identifying how stakeholder feedback on the draft *Parramatta Road Corridor Urban Transformation Strategy* (draft Strategy) has informed the final version of the Strategy.





This document is one of a suite of policy framework and community information documents about the Strategy, as shown over the page:

This document:

- summarises the consultation feedback included in the *Consultation Outcomes Report*, May 2016
- summarises the *Parramatta Road Corridor Urban Transformation Strategy* (the Strategy)
- describes how the Strategy was prepared
- outlines how the Strategy will be implemented, including the further opportunities for public consultation and review.

This document includes a summary only of the feedback received during consultation on the draft Strategy. For further information about the full extent of feedback received please refer to the *Consultation Outcomes Report*, May 2016 available online, under publications at urbangrowth.nsw.gov.au/projects/parramatta-road.

Section 117 Ministerial Direction

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



Policy Framework



Urban Transformation Strategy



Community Information



Informing the Parramatta Road Corridor Urban Transformation Strategy



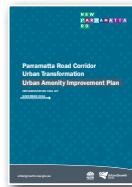
Newsletter



Implementation Tool Kit



Implementation Plan 2016 - 2023



Urban Amenity Improvement Plan



Fact Sheets



Parramatta Road Corridor Urban Transformation Strategy Fact Sheet



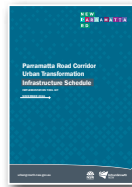
Implementation Plan 2016 - 2023 Fact Sheet



Urban Amenity Improvement Plan Fact Sheet



Planning and Design Guidelines



Infrastructure Schedule



Planning and Design Guidelines Fact Sheet



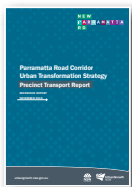
Infrastructure Schedule Fact Sheet



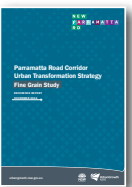
Technical and Specialist Information Fact Sheet



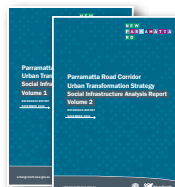
Reference Reports



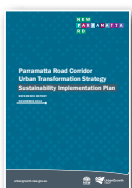
Precinct Transport Report



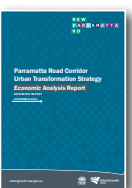
Fine Grain Study



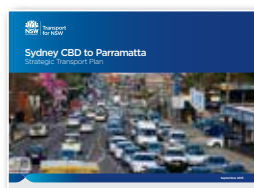
Social Infrastructure Analysis Report Volumes 1 & 2



Sustainability Implementation Plan



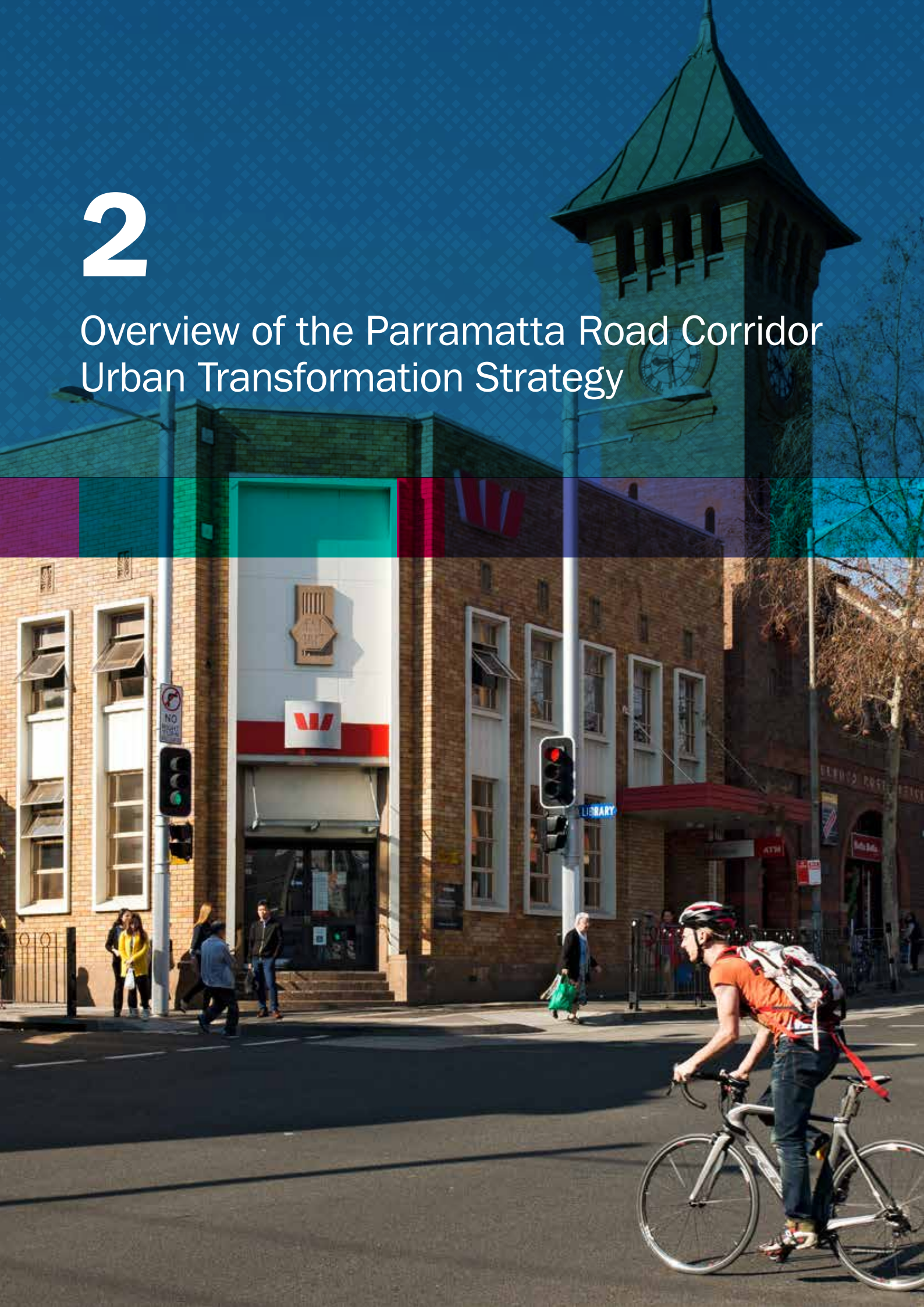
Economic Analysis Report



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

2

Overview of the Parramatta Road Corridor Urban Transformation Strategy



2.1 Intention of the Strategy

The Strategy responds to two broad needs identified in *A Plan for Growing Sydney* – to support growth, and make the Parramatta Road Corridor (the Corridor) a better place to live, work and visit.

A Plan for Growing Sydney is the NSW Government’s plan for the future of the Sydney Metropolitan Area over the next 20 years (refer to www.planning.nsw.gov.au/Plans-for-Your-Area/Sydney/A-Plan-for-Growing-Sydney for more information).

To realise the Corridor’s potential, the *Parramatta Road Corridor Urban Transformation Strategy* sets out a framework for:



more efficient and reliable public transport that will connect people and places from east to west and north to south



a productive business environment that supports a range of prosperous businesses and a variety of employment opportunities



housing supply, and provision of diverse and affordable housing



a diverse range of spaces, places and links for people to visit, connect with and enjoy



a series of well-serviced and well-connected communities where people will want to live



implementation and successful delivery.



2.2 Issues to be addressed by the Strategy: *what is the problem?*

A Plan for Growing Sydney (the Plan) estimates that Sydney's population will grow by about 1.6 million people during the next 20 years.

The Plan nominates the Parramatta Road Corridor as a priority for increased housing, economic activity and social infrastructure, with a focus on centres (precincts) that offer good public transport access and amenity.

Currently, the people of Sydney who live in, work in or travel through the Corridor face a number of problems along the Corridor's length.

- Slow road travel and poor alternatives to car travel: with up to 100,000 vehicle trips each day in some places, travel speeds are slow (for both east–west and north–south movements), public transport is limited, and walking and cycling feel unsafe and unpleasant.
- Unattractive and unappealing streetscapes: the Corridor is noisy and presents a landscape of cables, poles and cluttered signage. Many buildings are dilapidated or vacant and many land uses are at the low end of the value scale.
- Disconnected planning: planning decisions are not coordinated and a number of planning controls restrict how the land can be used, diminishing incentives for improvements.

Combined, these issues have eroded the Corridor's role as a place to live, shop and trade, affecting economic vitality, causing declining economic and business activity and degrading the quality of the street environment.



Artist impression of the Granville Precinct. Indicative only. Subject to change.

2.3 Vision for the Corridor

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

The Parramatta Road Corridor, from Camperdown in the east to Granville in the west, links eight distinctly different Precincts. These Precincts have been identified as the focus areas for growth. They were chosen for their access to transport, open space or other services.

Future planning will be sensitive to each Precinct's character and heritage, while recognising the future role the Precinct can play in achieving the vision for overall Corridor improvement.

In responding to the diversity of areas within the Corridor and the character of the individual Precincts, the Strategy provides detailed visions for each Precinct, and recommendations for future:

- land use
- density
- building heights
- open space and active transport
- street function
- built form outcomes.

The intended outcomes and actions for the Precincts are described in terms of improvements to:

- land uses
- place-making
- transport and movement
- open space, linkages and connections.

3

How the Strategy was prepared:
partners and processes, feedback
and change



3.1 Strategy partners

To realise its vision, the NSW Government established the Parramatta Road Urban Transformation Program in 2013, spanning multiple jurisdictions and local government areas.

Local government participants in the program included:

- Parramatta City Council
(partially now included in the City of Parramatta Council and Cumberland Council)
- Holroyd Council
(now part of Cumberland Council)
- Auburn Council
(now part of Cumberland Council)
- Strathfield Council
- Burwood City Council
- City of Canada Bay Council
- Ashfield Council
(now part of Inner West Council)
- Leichhardt Municipal Council
(now part of Inner West Council)
- Marrickville Council
(now part of Inner West Council)
- City of Sydney Council.

The New South Wales state agencies participating included:

- UrbanGrowth NSW
- Department of Planning and Environment
- Department of Education and Communities
- Sydney Local Health District
- Western Sydney Local Health District
- Roads and Maritime Services
- Transport for NSW
- Greater Sydney Commission.

3.2 Process and consultation timeline

During the three and a half years since the inception of the Parramatta Road Urban Transformation Program in 2013, the NSW Government has worked to develop the Strategy for transformation of the Corridor.

This work was led by UrbanGrowth NSW and involved numerous relevant state agencies, local councils and thousands of stakeholders.

The views and responses of organisations and community members were received through a variety of channels at critical stages during the development of the Strategy. Consultation with the community began in late 2013 through a series of planning sessions attended by community representatives and other stakeholders. In late 2014, the preliminary draft *Parramatta Road Urban Transformation Strategy* was displayed for comment. The community feedback received during that process was used to prepare a second draft *Parramatta Road Urban Transformation Strategy*.

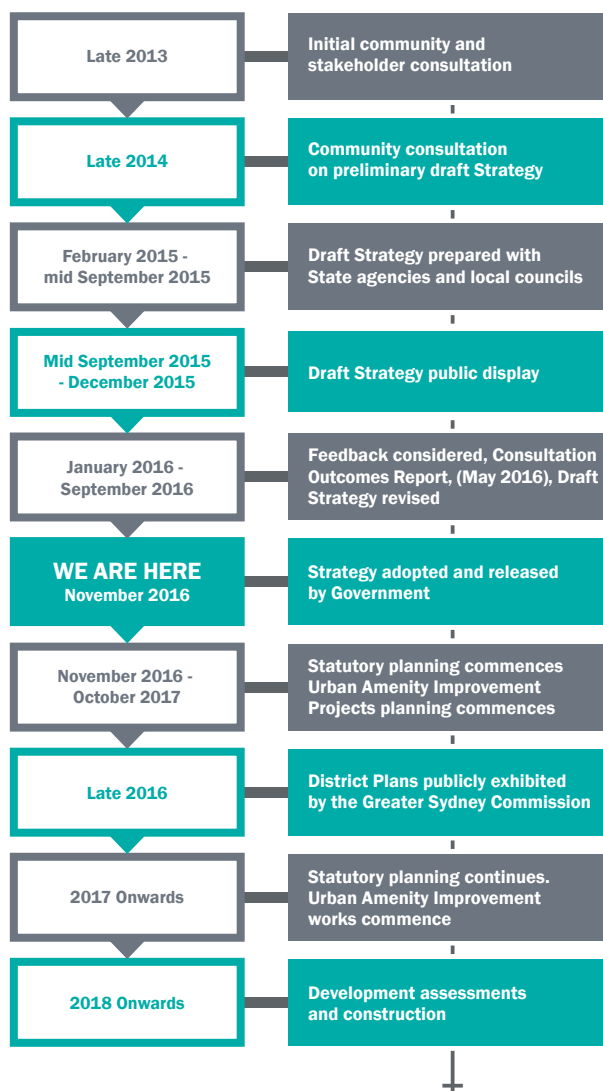
An intense program of consultation and engagement occurred on the draft *Parramatta Road Urban Transformation Strategy* within government, and with stakeholders and the wider community between September and December 2015.

Less traffic, better public transport, more appealing streets and public spaces, and a better environment for business were identified as necessary improvements in the Corridor. UrbanGrowth NSW has worked closely with council and agency staff as well as specialist consultants to respond to feedback received during the community consultation period. This work has concentrated on understanding and finding solutions to the complex issues involved, in order to inform and finalise the Strategy itself.

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

The engagement process has been, and will continue to be, a core part of the Strategy's implementation. All stakeholders including local communities and businesses will be kept informed of the progress of the Strategy. There will be opportunities to participate in future stages of planning and to comment on aspects of implementation through future rezoning applications and the public exhibition of the draft District Plans.

A summary of the process is shown in the timeline below.





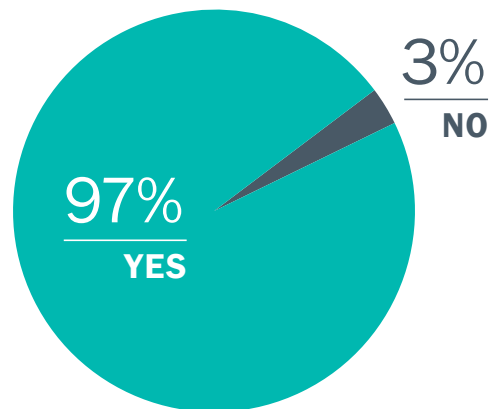
3.3 Feedback on the draft Strategy: *vision and principles*

A *Consultation Outcomes Report*, published in May 2016, details the consultation methods used to receive feedback on the draft Strategy from 17 September 2015 to 18 December 2015 and provides an initial response to the feedback. Methods included face-to-face information sessions, online and paper surveys, phone surveys, meetings with landowners, Mayoral and MP Forums and written submissions. The project website and social media were also important communication tools. We received feedback on the draft Strategy overall, as well as for each Precinct.

Vision

We gauged the community's views on the need to revitalise the Corridor using a random telephone survey that was statistically representative of communities along the Corridor. The vast majority of interviewees (97%) told us that the Corridor was in need of revitalisation.

The feedback generally supported the visions for the Corridor and for each Precinct, and so these have remained the same from the draft to the final version of the Strategy.



The vast majority of survey respondents (97%) think that Parramatta Road and the surrounding areas need to be revitalised.

Principles

The draft Strategy identified five principles to guide the transformation of the Corridor, being:

PRINCIPLE 1

Plan for a diversity in housing and employment to meet existing and future needs

PRINCIPLE 2

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

PRINCIPLE 3

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

PRINCIPLE 4

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

PRINCIPLE 5

Deliver, drive, facilitate and monitor action

As a result of feedback, the Strategy has adopted seven principles to make ‘economic growth and job creation’ and ‘planning for green spaces’ more explicit and ensure greater clarity during implementation.

The seven principles in the Strategy are now:



PRINCIPLE 1:

Housing choice and affordability

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

How we responded

The Strategy recognises that communities surrounding the Corridor need greater diversity in the types of homes available to them, including affordable options.



PRINCIPLE 2:

Diverse and resilient economy

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

How we responded

The Strategy encourages contemporary and flexible approaches to plan for and support existing and new businesses that can foster robust economic and employment growth in the Corridor.



PRINCIPLE 3:

Accessible and connected

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

How we responded

The Strategy incorporates the objectives and commitments of the Sydney CBD to Parramatta Strategic Transport Plan. These include responding to city shaping transport projects, such as the Parramatta Light Rail and Burwood–Sydney CBD On-street Rapid Transit initiatives, as well as additional services, timetabling and programming initiatives.



PRINCIPLE 4:

Vibrant communities and places

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

How we responded

The Strategy recognises the Corridor’s special places and unique characteristics that should be protected and celebrated. It also recognises that as growth and renewal occurs, new infrastructure will be required to support future communities.



PRINCIPLE 5:

Green spaces and links

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

How we responded

The Strategy will enhance existing open space and provide for new active and passive open spaces, supporting healthy and active lifestyles. Open space underpins the social, environmental and economic benefits that make Sydney a great place to live.



PRINCIPLE 6:

Sustainability and resilience

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

How we responded

The Strategy includes sustainability objectives to reduce car dependence, make development more feasible, make places cooler and greener with vegetation on and around buildings and reduce the cost of living through reductions in water and energy consumption.



PRINCIPLE 7:

Delivery

Deliver, drive and facilitate action.

How we responded

The Strategy acknowledges that effective governance is critical to its successful implementation.

We now also define the Corridor in terms of Corridor West and Corridor East, to align with the new District Planning process. Corridor West includes the Granville and Auburn Precincts. Corridor East includes Homebush, Burwood–Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown Precincts.



3.4 How feedback has informed the Strategy: key themes

This section summarises the feedback on the draft Strategy overall and how we responded in the final Strategy. This information is grouped in key themes that emerged during consultation.

During consultation, we received valuable feedback about the draft Strategy overall as well as feedback about specific Precincts.

How we responded to feedback on specific Precincts is outlined in Section 4 Feedback on the Precincts.

This section includes a summary only of the feedback received during consultation on the draft Strategy. For further details on feedback received please refer to the *Consultation Outcomes Report*, May 2016 available online, under publications, at www.urbangrowth.nsw.gov.au/projects/parramatta-road



Development

Feedback on the distribution of building height and scale and how new development would transition to existing neighbourhoods

What we heard

Feedback on development accounted for a third of comments in submissions and online or paper surveys.

While feedback suggested most of the community is, in principle, open to the idea of more development in the Corridor, there were some concerns in some areas about the level of development, and where best to locate tall and higher-density development.

Other comments frequently made include:

- recommendations to concentrate development along or near Parramatta Road and away from existing residential and heritage areas
- concerns about overshadowing and loss of privacy
- recommendations for better integrating developments by increasing setbacks and stepping heights
- strong interest for developments to include provisions for affordable housing
- request for more information about Frame Areas
- support for business and employment opportunities through proposed land uses
- strong interest for design principles to guide new development
- alternative proposals for Taverners Hill received from Marrickville and Leichhardt Councils.

How we responded

To respond to the feedback about development and development impacts we have taken the following actions:

- We have re-assessed and redistributed land use distribution and scale, as shown in the Strategy.
- We have updated the *Planning and Design Guidelines* to address transition and impacts, including overshadowing, privacy and transitions to existing areas.
- We have prepared a series of more detailed plans for each of the eight Precincts, to provide visions for each Precinct and recommendations for future:
 - land use
 - density
 - building heights
 - open space and active transport
 - street function
 - built form outcomes.
- We have identified heritage and unique neighbourhoods for special consideration and actions to:
 - review and modernise heritage listings
 - identify streetscapes or neighbourhoods to be maintained
 - develop strategies to incorporate heritage elements in the built form and streetscape.
- We have addressed housing choice and affordable housing by:
 - identifying an affordable housing target for new housing of at least 5 percent
 - requiring a diversity of housing types to be delivered through future redevelopment
 - identifying a range of mechanisms that could be used to deliver Affordable Housing and diverse housing.



Character and amenity

Feedback on an area's look and feel – whether it is safe and friendly, or noisy and uncomfortable, for example, and the impact of development on an area

What we heard

Around 14 percent of surveys and submissions mentioned character and amenity.

Feedback largely supported the *Urban Amenity Improvement Plan* as a first step in creating more attractive public spaces along the Corridor.

Other comments frequently made included:

- strong support for more trees and greenery
- requests for more funding for the *Urban Amenity Improvement Plan*
- concern about the impact of new development on the character and heritage of existing homes and buildings
- concern about air and noise quality.

How we responded

To respond to the feedback about character and amenity, the Strategy includes:

- identifying areas of the Corridor where the current character should be maintained, and little change should occur
- a \$198 million program of urban amenity improvements to deliver tangible local amenity improvements to the Corridor aligned with its staged redevelopment
- updated *Planning and Design Guidelines* and strategies for design excellence to improve the design quality of future development and improve the character and amenity outcomes of new development, and particularly adjoining heritage and low scale neighbourhoods
- strengthening the principles and guidelines within the *Planning and Design Guidelines* and *Infrastructure Schedule* to ensure open space, community facilities, schools and other facilities and services are provided and contribute to the character of future development
- new measures to attenuate the effects of noise and air pollution and improve noise and air quality including:
 - specific measures for multi-unit dwellings
 - increasing the number of trees in the streetscape
 - sustainability strategies towards reducing car ownership and dependence to reduce carbon emissions.



Social infrastructure

Feedback on the provision for health, education and care facilities

What we heard

People were concerned that the draft Strategy did not include clear commitments to the social infrastructure needed for the growing population.

People most frequently cited the need for additional schools and health services to support future growth in the Corridor.

How we responded

The Strategy has been informed by an updated Social Infrastructure Analysis and is supported by an updated *Infrastructure Schedule* that details a prioritised list of future infrastructure recommended to support the long-term growth in the Corridor, including:

- open space
- transport
- traffic
- community (child care, library, community and cultural spaces)
- health and education facilities.

In respect of open space, the Precinct Plans clearly identify new open space, walking and cycling links, and also desired future street functions.

In addition, in relation to the provision of appropriate social infrastructure, the Strategy:

- identifies the nature of required community centres, cultural facilities, schools and community health facilities, and when these should be delivered
- includes actions to address challenges in providing social infrastructure including upgrading facilities, encouraging the private sector with additional floor space, developing community infrastructure partnerships and new design and funding models to deliver innovative and flexible types of facilities that can address changing future needs

- includes a new strategy to create '15 minute neighbourhoods' to ensure people have safe and convenient access to a range of local services and facilities to improve health and wellbeing.

The Department of Education (DoE) will prepare a funded School Asset Strategic Plan, building on the commitments in the *State Infrastructure Strategy*.

Social infrastructure facilities provided by the State Government agencies have a larger catchment area and so the level of provision was investigated by assessing the Parramatta Road Corridor as a whole. The Strategy makes recommendations to support DoE in optimising existing and developing new education infrastructure.

The Strategy makes recommendations to support health infrastructure upgrades to manage the proposed population growth.

Local councils will use development contributions systems, such as Section 94 or Section 94A Contribution Plans, and Voluntary Planning Agreements to fund local infrastructure such as community and child care facilities, local roads, parks and open space.

Regional and state infrastructure will also be funded. The *Infrastructure Schedule* identifies the prioritised list of infrastructure required to support growth in the Corridor.



Public transport

Feedback on transport infrastructure, such as buses, light rail or the heavy rail network

What we heard

Improving transport in the Corridor is a priority for the majority of stakeholders, with 'better public transport' ranked the Corridor's second highest need after less traffic, in a telephone survey.

Specifically, people want to see growth in the Corridor supported by significant improvements to public transport.

Other comments frequently made on public transport included:

- requests for more detail about how the NSW Government will fund and deliver public transport improvements
- calls for the better integration, frequency and reliability of existing transport services.

How we responded

All council and community feedback about transport services were provided to Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) to inform their current and future public transport and roads planning along the Corridor.

To respond to the feedback about public transport, the Strategy:

- identifies new city-shaping infrastructure to meet the changing and growing demands throughout the Corridor
- provides for urban transformation staged with the coordinated delivery of public transport
- identifies a shared vision for a quality, high frequency public transport system that connects residents and business communities
- identifies zoning and development controls that allow people to live closer to work opportunities

- includes strategies to capitalise on the significant government investment in higher capacity and more efficient public transport through the delivery of:
 - WestConnex
 - Parramatta Light Rail
 - Burwood–Sydney CBD On-Street Rapid Transit improvements
 - other public transport initiatives identified within the *Sydney CBD to Parramatta Strategic Transport Plan*.

TfNSW's *Sydney CBD to Parramatta Strategic Transport Plan* identifies a suite of initiatives to support the local, intermediate and regional movement of people and goods in the Corridor. By integrating the design and management of land uses and transport networks in the Corridor, the Plan will help to manage travel demand and improve network efficiency through the following principles:

- **Re-time:** change the timing of travel, shifting road users' trips from peak to off-peak periods and encourage freight deliveries outside times of peak road use
- **Reduce:** reduce the need for travel, by making it easier for road users to undertake several tasks as part of a single trip
- **Re-mode:** change road users' travel mode, such as taking a bus or riding a bike instead of driving
- **Re-route:** change road users' trip routes to avoid areas of congestion



In the short term, TfNSW will progressively improve services on the Parramatta Road rapid bus route, servicing five of the precincts along the Corridor (Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown) between Burwood town centre and the Sydney CBD. Public transport journeys will become faster and more reliable through the operation of higher-frequency and higher-capacity bus services, additional on-road priority, and bus stop enhancements. The Burwood–Sydney CBD rapid bus route will integrate with north-south rapid and suburban bus routes connecting major centres such as Macquarie Park, Burwood and Hurstville, and with the dense network of local bus services.

The frequency of Parramatta River ferry services to western wharves, such as Sydney Olympic Park, Meadowbank, Abbottsford and Cabarita, will also be increased over time in response to urban development and demand growth.

For the western end of the Corridor, investigations are now under way into potential routes for light rail to connect Parramatta to Strathfield. Potential routes travel through the Homebush Precinct and will complement heavy rail services. Opportunities to improve the capacity of these rail services are under consideration, including potential for reduced

journey times for commuters. In parallel, TfNSW will progressively introduce or upgrade rapid and suburban bus services that connect to and travel along Parramatta Road, through the Granville, Auburn and Homebush precincts.

For the longer term, TfNSW will investigate options to support the local, intermediate and regional movement. This includes opportunities to increase the capacity of the Western Line, or to develop a new form of transport, as the most suitable option or options to address capacity constraints on the rail system through the entire Corridor. Parallel investigations will also identify further on-street transit investment needed to support the complete, post-WestConnex transformation of all the Precincts along the Corridor.

Better connected, more accessible and safer walking and cycling networks will continue to be delivered across the Corridor.



Traffic

Feedback on congestion and the capacity of intersections

What we heard

People were concerned about the impact of population growth on existing traffic congestion with 'less traffic' ranked as the Corridor's highest need.

Other comments included concerns about impacts of WestConnex and support for car-sharing programs and other initiatives to reduce car travel within the Corridor.

How we responded

To respond to the feedback about traffic congestion and impacts of traffic, the Strategy includes actions to:

- support the implementation of the *Sydney CBD to Parramatta Strategic Transport Plan*
- locate economic activity close to transport nodes
- optimise the advantages of WestConnex to reduce traffic congestion
- make active transport safe and attractive
- support adaptive sustainability practices like car-sharing and parking strategies.

The Strategy also includes street function plans that show the future desired character of the road network.



Open space

Feedback on parks and other public places including the amount, quality and type of open space

What we heard

There was broad consensus that open space is critical as the Corridor's population increases, and many respondents felt the draft Strategy made inadequate provision for open space. Feedback called for more detail on who would pay for and provide open space in each Precinct.

How we responded

To respond to the feedback about open space, the Strategy includes:

- an updated *Urban Amenity Improvement Plan* (UAIP) to deliver tangible public domain improvements to the Corridor aligned with its staged transformation – this includes funding support for landscaping and tree planting, protection and enhancement of existing open space and natural watercourses
- open space requirements in the *Planning and Design Guidelines*
- an updated *Infrastructure Schedule* that details a prioritised list of future infrastructure initiatives including new neighbourhood parks and open space to support the long-term growth in the Corridor.

Contributions for funding the projects listed in the *Infrastructure Schedule* will come from both Local Government and State Government and in some cases will be provided through opportunities from the redevelopment of sites; for example, for through-site links and new open space.



Walking and cycling

Feedback on safe and easy access for pedestrians and cyclists and the quality of these connections

What we heard

People largely supported the proposed improvements to walking and cycling routes within the Corridor, with safety raised as a high priority. People also want to see more accessible streets and buildings.

How we responded

To respond to the feedback about improving opportunities for safe walking and cycling, the Strategy includes:

- an updated UAIP to deliver tangible public domain improvements to the Corridor aligned with its staged transformation – this includes funding support for new and improved walking and cycling links, maximising road space to its potential for all road users
- actions to integrate walking and cycling into the design of public transport interchanges including more shade trees to make these modes more safe, interesting and comfortable
- plans for new cycling and walking links.



Parking

Feedback on off-street and on-street parking, conflicts between parking and other road uses, and loading and servicing for businesses

What we heard

Comments centred on concerns that growth in the Corridor will compound existing parking shortages experienced by residents, visitors and local businesses.

How we responded

To respond to the feedback about parking shortages for residents and businesses, parking surveys were undertaken and used to inform:

- smart parking strategies to reduce car dependence
- actions to encourage reduced parking and innovations like decoupled/ optional car parking and car share within new developments
- actions to make active transport safe and attractive.

Initiatives have also been included in the Strategy to capitalise on the significant government investment in higher capacity and more connected public transport networks. Plans for each of the eight Precincts identify new and improved walking and cycling links that will make shorter trips easier, safer and more convenient, and encourage people not to use their cars.



Impacts to property

Feedback on issues around commercial changes to property.

What we heard

Some people were concerned about compulsory acquisitions and reduced property values.

How we responded

The Strategy does not rezone land.

Rezoning of land will be triggered by mechanisms that align the coordination and delivery of services and infrastructure as identified in the *Implementation Plan 2016-2023*. Any future changes to land use zoning will involve further consultation with local communities.

In the event that compulsory land acquisition is needed to deliver infrastructure or open space, this will occur in full consultation with the landowner. Any land acquisitions would be undertaken by the state or local government agency responsible for delivering the infrastructure or open space.

We strongly recommend that landowners obtain independent professional advice prior to making any significant decisions about their property.



Consultation

Feedback on the public display of the draft Strategy

What we heard

People requested more detail in some areas, while others requested further consultation before the final Strategy was released.

How we responded

UrbanGrowth NSW has led the development of the Strategy, commencing in late 2013. During this period UrbanGrowth NSW facilitated an extensive consultation program to get feedback about the draft Strategy from people all along the Corridor, and explaining that the feedback received on the draft Strategy would inform the Strategy.

Further community consultation will occur through the District Planning process and prior to any proposed changes to local zoning and development controls.

Key components of the Strategy will be included within the District Plans presently being developed by the Greater Sydney Commission, Department of Planning and Environment and councils. Rezoning is intended to occur in stages and in response to the delivery of key infrastructure in line with the *Implementation Plan 2016-2023*.

The Implementation Plan 2016-2023 details a prioritised set of actions to facilitate transformation of the Corridor including providing for the Strategy to be revised at regular intervals to take account of the transformation as it progresses, as well as changing community attitudes.



Other

Feedback on various issues raised about the draft Strategy

What we heard

There were requests for more detail on funding and implementation, concerns about flood management, and calls for the Strategy to address community health and wellbeing.

How we responded

The Strategy provides more information about proposed funding mechanisms and revision of local contribution plans to address funding of local infrastructure and services in the Corridor.

The Strategy includes an *Infrastructure Schedule* that is prioritised and costed and identifies the infrastructure required and the funding necessary to provide this infrastructure. Funding will come from local contribution plans or satisfactory arrangements in the absence of a Special Infrastructure Contribution (SIC) levy.

The emphasis on improving community health and wellbeing is reflected in the Strategy principles and vision for the Parramatta Road Corridor.

4

Feedback on the Precincts



Artist impression of the Granville Precinct. Indicative only. Subject to change.

4.1 Introduction

This section provides a summary of the feedback on each of the eight Precinct Plans and an outline of how we have responded to this feedback in the Strategy. Refer to the *Consultation Outcomes Report, May 2016* for more detail on the feedback received for each of the Precincts.

Precincts

The Strategy identifies eight Precincts to be the focus of growth and renewal within the Corridor because of their access to jobs, transport, infrastructure and services.

The Precincts are:

- Granville
- Auburn
- Homebush
- Burwood-Concord
- Kings Bay
- Taverners Hill
- Leichhardt
- Camperdown

Precinct plans

The Strategy and *Planning and Design Guidelines* respond to diversity and character at the individual Precinct level by providing a detailed vision for each Precinct, and recommendations for future:

- land use
- density
- building heights
- open space and active transport
- street function
- built form outcomes.

The intended outcomes and actions for the Precincts are now described in the Strategy in terms of improvements to:

- land use
- place-making
- transport and movement
- open space, linkages and connections.

The *Planning and Design Guidelines* are structured into Corridor Guidelines, Built Form Guidelines and Precinct Guidelines. The Precinct Guidelines identify the place based principles and controls for each Precinct and Frame Area along the Corridor. Each Precinct is considered in terms of location and context, existing character and identity, constraints and opportunities, vision and future character including open space, linkages and connections, street types, setback and transitions, and activity and commercial frontages.

Precinct visions

The feedback confirmed that the Precinct visions were correctly reflected in the draft Strategy so the visions remain the same in the final Strategy.

4.2 Granville

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



Artist impression of the Granville Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Granville Precinct in the draft Strategy. For more information about the feedback please refer to the *Consultation Outcomes Report, May 2016*.



Character and amenity

Support for public domain improvements



Development

Concerns about potential impacts, design quality, setbacks for taller buildings and transitions for taller buildings



Traffic

Growth impacts on traffic generation and congestion, in particular on three key intersections – Woodville Road/M4 westbound, Bold Street and Good Street



Open space

Need for more, both passive and active



Walking and cycling

Support for proposed improvements, request for Albert Street connection to regional cycleway



Social infrastructure

Growth impacts on social infrastructure, more schools, public facilities and community infrastructure



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes



How we responded in the Strategy

The Strategy is generally consistent with the draft Precinct Plan, with the following adjustments.

Existing 19th Century buildings will be protected in the heart of the Precinct along Good Street. Taller residential and mixed use buildings up to 25 storeys will be located between Parramatta Road and Granville Station. Mixed use buildings will front both sides of Parramatta Road before stepping down in height towards the M4 Motorway and transitioning to primarily residential uses.

Employment uses are proposed on land west of Woodville Road, along Church Street and throughout Clyde.

A new 3,000 square metre park is recommended at the corner of Prince Street and Alfred Street in response to the public's desire for more open space. This will be funded under the *Urban Amenity Improvement Plan*.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.

TfNSW is investigating potential routes to connect Parramatta to Strathfield. Opportunities to improve the capacity of rail services is under consideration. In parallel, TfNSW will introduce or upgrade rapid and suburban bus services that connect to and travel along Parramatta Road, through the Granville, Auburn and Homebush Precincts.

The proposed location of the urban plaza has also been shifted to the south toward the Granville train station and provides greater opportunity to deliver an exciting and vibrant plaza in line with other redevelopments.

The *Planning and Design Guidelines* have been refined to ensure the quality and amenity of new developments, and address potential overshadowing and other impacts on existing properties, by measures such as stepping back of buildings and increased setbacks.

The Strategy ensures that Good Street will be reinforced as the Precinct's main street, extending from the existing town centre of Granville on the southern side of the railway line, through the protection of the retail uses and delivery of high-quality public space.

In response to feedback about improving connections to the regional cycleway, the Strategy provides for a cycleway that connects Parramatta Road and Victoria Street, then continues along Victoria Street and then north via Good Street to the regional cycleway or via a new link along the railway line to the regional cycleway.

New streets will provide for more connectivity in and around the heart of the Precinct, enhancing its walkability and the opportunity for urban activity.

Public domain improvements and opportunities to rezone parts of the Corridor for open space purposes will facilitate greening of the Corridor.



The existing dense network of streets immediately surrounding Granville Station, such as Good Street, Cowper Street and Rowell Street, will support medium and high-density mixed uses.



In response to feedback about impacts on local character and existing neighbourhoods, the Strategy includes updated *Planning and Design Guidelines* with more detailed controls to address design excellence, landscaping, privacy and solar access, and to protect existing character and amenity.

Other connections supported by the Strategy include an extension of Bold Street to the north and a southern extension to Alfred Street that will reinforce connectivity across Parramatta Road. New mid-block walking and cycling linkages have also been identified. This responds to feedback about the impacts of development on congestion and intersections, and the need to increase connections and linkages.

Two residential communities will flank Good Street. At the centre of these residential communities will be new neighbourhood open spaces.

Concerns about the provision for adequate social infrastructure is addressed in an updated

Infrastructure Schedule that prioritises and addresses funding of the future infrastructure required to support the long-term growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Granville Precinct up to 2023, including to:

- provide new cycling and walking links throughout the Precinct
- embellish Merrylands Community Centre
- contribute additional floorspace in the Parramatta Central Library redevelopment or potentially expand the Granville Branch Library
- upgrade existing cultural facilities including the Granville Multicultural Community Centre
- support Council provision of 266 additional childcare places
- support Council provision of 213 additional outside of school hours care places
- upgrade Granville Park to facilitate access to an additional three sport fields
- provide outdoor sports courts including one multipurpose court and two tennis courts that could be located in the areas proposed for new open space within the Precinct
- provide a new community health facility room.

4.3 Auburn

Vision: Taking advantage of its location close to the major employment areas of Parramatta and Sydney Olympic Park, Auburn will see significant jobs growth supported by moderate scale residential development and an improved streetscape.



Artist impression of the Auburn Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Auburn Precinct in the draft Strategy.

For more information about the feedback please refer to the *Consultation Outcomes Report, May 2016*.



Development

Support for height and density along Parramatta Road and near Auburn Station, request for improved links between the Station and the Town Centre, opposition to height next to existing single storey dwellings in Delhi Street, Bombay Street, Platform Street and Jellicoe Street and concerns about current business and enterprise zonings



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes



Walking and cycling

Need for provision of cycling and walking pathways providing direct connections to key local destinations as well as improved safety and amenity



Open space

Need for more open space



Public transport

Need for improvements to support population growth



Social infrastructure

Growth impacts on social infrastructure, more schools, public facilities and community infrastructure



Parking

Need for more parking in the area



Consultation process

Suggestions were made for future communications



Social infrastructure

Need for more social infrastructure to support population growth



Traffic

Growth impacts on traffic generation and congestion



How we responded in the Strategy

The Strategy is generally consistent with the draft Precinct Plan, with higher density residential development of up to six storeys concentrated in North Auburn.

The Strategy identifies larger sites along Parramatta Road as having the potential to catalyse significant change in the Precinct, given their size. Heights of up to 14 storeys may be able to be achieved in these sites and will be dependent on future redevelopment facilitating new open space or community facilities.

The Strategy proposes an extension to Auburn Park in response to feedback that called for an increase to the amount and quality of local open space. It also identifies other improvements to public areas such as revitalising the streetscape along Stubbs Street under the UAIP.

Auburn's development will see improved access to the existing Auburn Town Centre located south of the Precinct, residential development within the walking catchment of Auburn Station, historical land use patterns, and business and employment uses directly fronting Parramatta Road and the M4.

Auburn will continue as the major employment area along the western part of Parramatta Road for employment activities and light industrial uses. It will evolve into a strengthened employment corridor with an attractive streetscape and new landscaping.

In response to feedback about impacts on heritage and local character, the Strategy includes updated *Planning and Design Guidelines* with more detailed controls to address design excellence, landscaping, privacy, solar access and protecting the existing character and amenity.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.



Artist impression of the Auburn Precinct. Indicative only. Subject to change.

TfNSW is investigating potential routes to connect Parramatta to Strathfield. Opportunities to improve the capacity of rail services is under consideration. In parallel, TfNSW will introduce or upgrade rapid and suburban bus services that connect to and travel along Parramatta Road, through the Granville, Auburn and Homebush Precincts.

People welcomed public amenity improvements for the Precinct, with a preference for landscaping, streetscaping, gathering spaces and more public toilets. Feedback also showed that the community values Auburn’s cultural diversity.

There was also general support for cycling and walking improvements in the Strategy to provide direct walking and cycling connections to destinations such as Bunnings, Costco, Reading Cinemas, Lidcombe Community Centre, Wentworth Point and Auburn Station.

The Strategy reinforces Northumberland Road and Macquarie Road as key pedestrian streets linking Auburn Town Centre to North Auburn Public School and also preserves a green buffer along parts of Duck River and Haslams Creek.

Concerns about the provision for adequate social infrastructure is addressed in an updated *Infrastructure Schedule* that prioritises and addresses funding of the future infrastructure required to support the long-term growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Auburn Precinct up to 2023, including to:

- embellish Merrylands Community Centre
- contribute to the upgrade of the former Auburn Community Health Centre into a community facility
- provide new cycling and walking links throughout the Precinct
- increase the capacity of existing community facilities such as Auburn Centre for Community or Auburn Town Hall
- contribute to expansion of Auburn Central Library
- embellish facilities at the Peacock Gallery and Auburn Arts Studio
- support Council provision of 90 additional childcare places
- support Council provision of 73 additional out of school hours care places
- embellish Auburn Park
- embellish facilities in partnership with private facilities such as the Auburn Basketball Centre or the Lidcombe Tennis Centre to encourage greater public access
- provide a new community health facility room.

4.4 Homebush

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



Artist impression of the Homebush Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Homebush Precinct in the draft Strategy. For more information about the feedback please refer to the *Consultation Outcomes Report*, May 2016.



Development

Opposition to heights of development proposed in the Precinct, particularly in areas adjoining single storey residential dwellings such as Lorraine Street, George Street, Swan Avenue, Manson Road and north of Pomeroy Street. After consultation concluded in 2015 and the *Consultation Outcomes Report* was published in May 2016, we heard further varied and inconsistent feedback about heights of development proposed in this location.



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes



Traffic

Concerns about increased population compounding traffic congestion particularly on George Street, Pomeroy Street, Underwood Road, Homebush Bay Drive and Australia Avenue



Public transport

Need for improvements to meet population growth, requests for commitment to funding for transport, requests for service integration



Social infrastructure

Need for more social infrastructure to support population growth, such as schools and health services



Walking and cycling

Improve safety for pedestrians and cyclists, requests for new bridges and dedicated cycleways



Open space

More open space needed, and concerns about loss of existing open space and bird sanctuary beside Powells Creek canal



Character and amenity

Concerns about negative impact of proposed development on highly valued local character and heritage, suggestions for community amenity improvements

Homebush



How we responded in the Strategy

The Homebush Precinct will be transformed into a major high-density, mixed use, cosmopolitan centre, drawing together employment and housing opportunities, with extensive open space and efficient traffic, walking, cycling, and public transport linkages.

This is in line with feedback supporting higher density development around the train stations, Parramatta Road, the southern side of the M4 and around the industrial/commercial area near Mason Park. People also called for more commercial, retail and business areas.

The activity hub of the Precinct will be located between Homebush Station, North Strathfield Station and Strathfield Station. This area will have a revitalised urban character with both Parramatta Road and George Street forming main street spines that build on the character and attraction of the

Bakehouse Quarter and the curved alignment of Parramatta Road. The tallest buildings will be located south of Parramatta Road around Homebush Station and will be up to 25 storeys.

In response to strong and consistent feedback during consultation, the Strategy does not propose any change in the neighbourhoods between George Street, Allen Street and Conway Street and Powells Creek Reserve at North Strathfield in the short-term. Building heights within this area will remain at two storeys.

However, this decision will remain under active review as the Government takes further decisions on infrastructure investment in this area such as one of the potential alignments for light rail to connect Parramatta to Strathfield.

The Strategy revises the way land is used, as well as heights and densities, in the area north of Conway Street around Concord West Station. This will better align with the Concord West Master Plan prepared by City of Canada Bay Council.

In response to feedback about impacts on local character and amenity, the Strategy includes updated *Planning and Design Guidelines* with more detailed controls to address design excellence, landscaping, privacy, solar access, and protecting the existing character and amenity.



Artist impression of the Homebush Precinct. Indicative only. Subject to change.

The Strategy proposes a new plaza around Concord West Station and also identifies a number of potential heritage items. These would need to be investigated further as part of any future rezoning proposal.

A dense network of streets will extend northward and westward from the activity hub to provide walkable residential neighbourhoods that take advantage of the open space network. The green corridor of Powells Creek will reach from the heart of the Precinct to Sydney Olympic Park and Homebush Bay beyond, reflecting the strong support for more walking and cycling along these corridors. By providing access to public and active transport infrastructure, the Strategy will lead to a reduction in car use, which was an important issue for people who were concerned about parking and traffic.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.

TfNSW is investigating potential routes to connect Parramatta to Strathfield. Opportunities to improve the capacity of rail services is under consideration. In parallel, TfNSW will introduce or upgrade rapid and suburban bus services that connect to and travel along Parramatta Road, through the Granville, Auburn and Homebush Precincts.

Concerns about the provision for adequate social infrastructure is addressed in an updated *Infrastructure Schedule* that prioritises and addresses funding of the future infrastructure required to support the long-term

growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Homebush Precinct up to 2023, including to:

- provide new walking and cycling links
- embellish the existing community centre
- provide exhibition space/facilities within the Burwood Community Hub and George Street Community Centre
- expand existing library facilities at either Strathfield, Concord or Burwood
- support Council provision of 332 additional child care places
- support Council provision of 267 additional out of school hours care places
- provide two new sportsgrounds (as local facilities) or one double sportsground (as a district level facility).

4.5 Burwood-Concord

Vision: The Burwood-Concord Precinct will be a commercial gateway to Burwood Town Centre based around the invigorated streetscape of Burwood Road, building on existing amenities to attract new residents.



Artist impression of the Burwood-Concord Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Burwood Precinct in the draft Strategy.

For more information about the feedback please refer to the *Consultation Outcomes Report, May 2016*.



Development

Majority feedback that the proposed heights for development were inappropriate for the Precinct, particularly on Broughton Street, Burton Street and north of Gipps Street, support for proposed land use and heights along Parramatta Road and in Burwood Town Centre, support for provision of affordable housing, concern about design quality, loss of privacy and overshadowing, particularly close to schools



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes.



Public transport

Need for more and higher frequency public transport



Open space

Need for more open space



Traffic

Concerns about population growth increasing traffic congestion



Walking and cycling

Need for improved and safer pedestrian and cyclist pathways



Social infrastructure

Need for more social infrastructure to support population growth, such as schools and health services



Parking

Need for more parking including commuter parking



Character and amenity

Concerns about negative impacts on local character and heritage



Other

Requests to rename the Precinct to Burwood-Concord to reflect its location

Burwood-Concord



How we responded in the Strategy

Responding to the feedback, the Precinct has been renamed to the Burwood-Concord Precinct.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.

TfNSW will progressively improve services on the Parramatta Road rapid bus route between the Burwood Town Centre and Sydney CBD. Public transport journeys will become faster and more reliable through the operation of higher-frequency and higher-capacity bus services, additional on-road priority, and bus stop enhancements.

Also responding to strong and consistent feedback, the Strategy plans for lower densities than previously proposed for land north of Burton Street. Where the draft Strategy previously envisaged eight to 14 storeys, the Strategy now proposes a maximum of 12 storeys at the corner of Parramatta Road and Burwood Road.

Building heights step down from this location to ensure an appropriate transition is provided. Predominantly two to three storeys with a maximum of six storeys is now proposed in the area north of Burton Street. The area south of Parramatta Road remains largely in accordance with the draft Precinct Plan.

Burwood Road will become the main road linking revitalised areas to the amenities and services offered in Burwood Town Centre.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area addressing the need for safer and improved pedestrian pathways, improved streetscapes and green linkages.

The Precinct will also connect to existing open space, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke's Park to the north, leading to Sydney Harbour.

People supported the provision of more affordable housing through increased housing density along Parramatta Road. Streets within the Precinct will include tall, medium-density residential buildings and mixed-use buildings. In response to feedback about the need for affordable housing, the Strategy identifies affordable housing targets.

Responding to feedback about proposed development heights and to people's strong feelings about the Precinct's local character and heritage, the Strategy now proposes that new buildings will generally taper down in height towards the north, transitioning to the adjoining lower scale residential areas. The area



Artist impression of the Burwood-Concord Precinct. Indicative only. Subject to change.

north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

Development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and existing residential neighbourhoods through the application of the updated *Planning and Design Guidelines*.

This directly responds to concerns raised in the feedback about some of the proposed building heights, and impacts on heritage and local character, by placing emphasis on quality design that protects privacy and avoids overshadowing and protecting the existing character and amenity.

The Precinct's new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. This responds to the feedback we received supporting tree planting and more open space. These changes will increase connectivity and encourage pedestrian traffic.

Concerns about the provision for adequate social infrastructure is addressed in an updated *Infrastructure Schedule* that prioritises and addresses funding of the future infrastructure required to support the long-term growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Burwood-Concord Precinct up to 2023, including to:

- provide new walking and cycling links
- support the upgrade of the community centre in Burwood Park
- expand Burwood Library
- provide a cultural feature or facility within an existing community centre such as Concord Memorial Hall, for example, an art space, exhibition area or public art
- support Council provision of 281 additional child care places
- support Council provision of 225 additional out of school hours care places
- support synthetic playing fields in Blair Park or other similar embellishment to an existing facility
- enhanced bus priority measures.

4.6 Kings Bay

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



Artist impression of the Kings Bay Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Kings Bay Precinct in the draft Strategy.

For more information about the feedback please refer to the *Consultation Outcomes Report, May 2016*.



Development

Majority feedback opposed the proposed heights for the Precinct with many people considering 25 storeys too high, particularly adjacent to single storey residential dwellings, also concerns about design, impact on existing residential areas, support for more affordable housing and retail/business areas



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes



Traffic

Concerns about population growth and congestion particularly on Queens Road, Lyons Road, Bayview Road, Regatta Road and Walker Street, concerns about Westconnex, and requests for road improvements



Character and amenity

Concerns about negative impact of proposed development on local character and heritage, support for more community infrastructure improvements and landscaping



Social infrastructure

Need for more social and community infrastructure due to population growth



Open space

Requests for more open space and prioritisation of missing GreenWay links



Public transport

Need for improvements to public transport due to population growth



Parking

Need for more parking due to population growth



Walking and cycling

Need to improve pedestrian and cyclist pathways and improve safety



Other

Concerns for loss of local jobs



Kings Bay



How we responded in the Strategy

The Strategy generally reflects the proposals in the draft Kings Bay Precinct Plan, although densities are reduced south of Parramatta Road and along Kings Road in the north of the Precinct to allow a better transition to existing housing.

The tallest buildings will be located in the centre of the Precinct at the junction of Parramatta Road and William Street. Building heights in the western portion of the Precinct will range from four to eight storeys and four to six storeys in the eastern part of the Precinct.

A new north-south plaza will be planned between Spencer Street and Queens Road.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.

TfNSW will progressively improve services on the Parramatta Road rapid bus route between the Burwood Town Centre and Sydney CBD. Public transport journeys will become faster and more reliable through the operation of higher-frequency and higher-capacity bus services, additional on-road priority, and bus stop enhancements.

Responding to feedback about the need for more open space and community infrastructure, the UAIP changes include the funding of three synthetic fields on Charles

Heath Reserve and a contribution towards the Inner West Central Recreation Facility. This facility could also be used for non-sporting activities such as temporary markets, festivals or other cultural activities.

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





Artist impression of the Kings Bay Precinct. Indicative only. Subject to change.

This responds to the concerns raised in feedback about density in certain areas.

In response to concerns about impacts on heritage and local character, the Strategy includes updated *Planning and Design Guidelines* with more detailed controls to address design excellence, landscaping, privacy, solar access, and protecting the existing character and amenity.

A green corridor will be created along William Street to reinforce connectivity to Barnwell Park Golf Course and the foreshore while providing a green marker along Parramatta Road at the centre of the Precinct. Other new features include a series of active transport connections across blocks and the extension of Spencer Street to the east and west. This responds to feedback calling for more open space, and better connected pedestrian and cyclist pathways.

Concerns about the provision for adequate social infrastructure is addressed in an updated *Infrastructure Schedule* that prioritises and addresses funding of the future infrastructure required to support the long-term growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Kings Bay up to 2023, including to:

- provide new walking and cycling links
- support the upgrade of the Burwood Park facility to provide more meeting spaces
- provide additional library floor space within Five Dock Library
- provide exhibition space/facilities within an existing community centre, for example, an art space, exhibition area or public art
- support Council provision of 110 additional child care places
- support Council provision of 88 additional out of school hours care places
- support development of Concord Oval with a premier rectangular field
- refurbish Burwood Park Tennis Courts
- provide enhanced bus priority measures.

4.7 Taverners Hill

Vision: Taverners Hill will be an urban village with walking and cycling links via the GreenWay, and access to many public transport modes, neighbourhood parks, squares and leafy streets.



Artist impression of the Taverners Hill Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Taverners Hill Precinct in the draft Strategy. For more information about the feedback please refer to the *Consultation Outcomes Report, May 2016*.



Development

Majority feedback opposed the proposed heights and density, particularly in areas adjacent to Kegworth Public School and properties south of Parramatta Road, support for proposals in close proximity to public transport



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes.



Character and amenity

Concerns about negative impact of proposed development on local character and heritage, particularly Lewisham Hotel and Thomas Street



Walking and cycling

Support for improvements to pathways and suggestions for safety and intersection upgrades



Social Infrastructure

Need for more social infrastructure



Public transport

Need for improvement to address population growth



Open space

Need for more open space and upgrades to the GreenWay



Traffic

Concerns about congestion due to population growth

Taverners Hill



How we responded in the Strategy

The Precinct Plan has changed significantly to that which was proposed in the draft Strategy. Maximum building heights will not exceed the current controls on the Kolotex site on Upward Street (eight storeys). The Precinct will now see higher densities concentrated on Parramatta Road and Tebbutt Street, in response to direct concerns about higher densities in other areas. Pockets of land close to public transport may be able to be redeveloped in the medium to long term.

The Precinct Plans are more closely aligned with the alternative proposals received from Marrickville and Leichhardt Councils during consultation, with many of the principles adopted. UrbanGrowth NSW has worked closely with the newly formed Inner West Council to incorporate relevant elements from Council's recently completed urban design studies into the Precinct Plans.

The Strategy supports Taverners Hill as a mixed-use area with varied buildings and differences in streetscape character. Old Canterbury Road and Tebbutt Street will form a north-south axis linking Market Place at Marion Street with Lewisham Station at Thomas Street to create an urban village. It will feature strong transport links via the adjoining GreenWay and Hawthorne Canal, a revitalised neighbourhood centre, and enhanced access to public transport and high amenity neighbourhood parks, squares and leafy streets just off Parramatta Road.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.

Tebbutt Street will be reinforced as the Precinct's main street. Residential development will take place around this area, providing defined streets and open spaces. Taller buildings will be developed along Parramatta Road and close to the light rail stops in line with feedback, which supported density and redevelopment along Parramatta Road and in areas close to public transport.



Artist impression of the Taverners Hill Precinct. Indicative only. Subject to change.

TfNSW will progressively improve services on the Parramatta Road rapid bus route between the Burwood Town Centre and Sydney CBD. Public transport journeys will become faster and more reliable through the operation of higher-frequency and higher-capacity bus services, additional on-road priority, and bus stop enhancements.

People specifically supported upgrades to the GreenWay and welcomed improvements to pedestrian and cyclist pathways contained in the Strategy.

All building developments will need to take into account existing heritage elements and retain the existing low-density character of the majority of the Precinct. This reflects concerns raised during the consultations about the impact of the Corridor transformation on character and heritage. Retail activities will be centred on Tebbutt Street while various business enterprises will line Parramatta Road.

Further, in response to feedback about impacts on heritage and local character, the Strategy includes updated *Planning and Design Guidelines* with more detailed controls to address design excellence, landscaping, privacy, solar access, and protecting the existing character and amenity.

New east-west connections will provide better walkability and connectivity across the Precinct from adjacent areas to public transport. Improvements to the pedestrian environment at Hathern and Brown Streets where traffic crosses Parramatta Road will

be central to improving liveability in the Precinct. Opportunities to create additional local open spaces will also be explored in line with feedback.

Concerns about the provision for adequate social infrastructure is addressed in an updated *Infrastructure Schedule* that prioritises and addresses funding of the future infrastructure required to support the long-term growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Taverners Hill Precinct up to 2023, including to:

- provide new walking and cycling links
- embellish existing community facilities
- expand existing library facilities at either Ashfield or Haberfield libraries
- support Council provision of 36 additional child care places
- support Council provision of 28 additional out of school hours care places
- embellish facilities in existing parks such as Petersham Park or Five Dock Park
- support development of hockey facilities within Lambert Park
- provide enhanced bus priority measures.

4.8 Leichhardt

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



Artist impression of the Leichhardt Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Leichhardt Precinct in the draft Strategy. For more information about the feedback please refer to the *Consultation Outcomes Report, May 2016*.



Development

Majority feedback opposed proposed heights and density in the Precinct, with many people considering the building heights proposed too high, particularly in areas adjacent to existing residential dwellings and local heritage



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes.



Character and amenity

Concerns about negative impact on local character and heritage, support for the UAIP



Walking and cycling

Need to improve pedestrian and cycling pathways and improve safety



Public transport

Need for improvements to public transport



Open space

Need for more open space



Social Infrastructure

Need for more social infrastructure to support population growth



Traffic

Concerns about congestion due to population growth, suggestions to improve key intersections



Parking

Need for more parking due to population growth

Leichhardt



How we responded in the Strategy

The building heights and densities along Norton Street and Parramatta Road in the draft Strategy have been reduced to maintain the area's traditional two-storey character at the street edge, in line with feedback. The recommended controls do allow for additional height of up to six storeys if the built form is sufficiently set back. Significant public benefit such as open space, new pedestrian connections or urban plazas will need to be proposed as part of future developments for additional heights and density to be considered.

New development between Norton Street and Renwick Street will need to appropriately respond to the Heritage Conservation Area. A low scale zone is also maintained between Hay Street and Catherine Street to ensure new development does not dominate existing housing.

A proposed new urban plaza between Parramatta Road and Petersham Street will allow better north to south connections. The Strategy also identifies additional opportunities to move from east to west, including along Dot Lane.

Leichhardt will be reinvigorated, with Norton Street and Parramatta Road brought to life by new businesses and wider residential use of certain areas.

It will be an attractive area for young professionals and young families given its proximity to amenities and the Sydney CBD.

New economic strategies will attract small businesses to reinforce Leichhardt's role as a local centre, while respecting the existing character of the Precinct. Residential densification will be encouraged in areas that are appropriate to bring additional residents into the Precinct.

There was clear feedback that people prefer lowered building heights around sensitive areas. As part of the Strategy's detailed Fine Grain Study, which looks at Precincts on a street-by-street and in some cases site-by-site basis, some specific locations in the Leichhardt Precinct have been identified as suitable for renewal.



Artist impression of the Leichhardt Precinct. Indicative only. Subject to change.

In response to feedback about impacts on heritage and local character, the Strategy includes updated *Planning and Design Guidelines* with more detailed controls to address design excellence, landscaping, privacy, solar access, and protecting the existing character and amenity.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.

TfNSW will progressively improve services on the Parramatta Road rapid bus route between the Burwood Town Centre and Sydney CBD. Public transport journeys will become faster and more reliable through the operation of higher-frequency and higher-capacity bus services, additional on-road priority, and bus stop enhancements.

Other small-scale improvements will include a better pedestrian environment for the community with creation of through-block links allowing easier local pedestrian circulation.

Concerns about the provision for adequate social infrastructure is addressed in an updated *Infrastructure Schedule* that prioritises and addresses funding of the future infrastructure required to support the long-term growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Leichhardt Precinct up to 2023, including to:

- provide new walking and cycling links
- embellish existing facilities such as Annandale Neighbourhood Centre, White Creek Cottage or Booler Community Centre
- provide additional library floor space in existing library facilities such as within Stanmore Library
- embellish cultural facilities within existing community centres
- support Council provision of 67 additional child care places
- support Council provision of 54 additional out of school hours care places
- embellish existing sportsground facilities at Camperdown Park
- embellish existing facilities at Richard Murden Reserve
- convert Petersham Street into a new pocket park between Parramatta Road and Queen Street
- provide a new community health facility room
- provide enhanced bus priority measures.

4.9 Camperdown

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



Artist impression of the Camperdown Precinct. Indicative only. Subject to change.

What we heard

This is a summary of the feedback received about the Camperdown Precinct in the draft Strategy. For more information about the feedback please refer to the *Consultation Outcomes Report, May 2016*.



Development

Majority feedback opposed proposed heights and density in the Precinct, particularly along Susan Street, concerns about setbacks to protect amenity, support for more affordable housing, concerns that proposed land uses restrict local employment options



Impacts to property and consultation process

Feedback on compulsory acquisition and impacts on land values, and consultation was generally consistent across all precincts. For this reason, our response to this feedback is provided in section 3.4 about How Feedback has informed the Strategy: key themes



Character and amenity

Concern about negative impact on local character and amenity



Open space

More open space needed



Public transport

Need for improved public transport to support population growth



Walking and cycling

Need for improved pedestrian and cycling pathways



Social infrastructure

Need for more social infrastructure to support population growth



Traffic

Concerns about congestion due to population growth

Camperdown



How we responded in the Strategy

In response to feedback about ensuring local employment options, the Strategy incorporates more land for employment uses in the Precinct Plan, reflecting the potential of the nearby university and hospital campuses. The tallest buildings will be up to eight storeys and will be located on the corner of Parramatta Road and Pyrmont Bridge Road. Buildings along the rest of the Precinct's Parramatta Road frontage will range from two to six storeys depending on location. Development has been scaled down south of Parramatta Road, and will be a maximum of four storeys.

A new green link is proposed along Johnsons Creek in line with the feedback received. More open space is also proposed.

As Camperdown transitions to a vibrant high-density locality with diverse uses and buildings of different scales, it will evolve into an attractive, highly urbanised neighbourhood with high-quality amenities.

People wanted to protect the Precinct's local character, especially in areas such as Cardigan Street and Union Square. The Strategy will adapt, retain and celebrate the existing industrial heritage and will see Bignell Lane developed as a lively, mixed use area with entertainment and other day/night social uses.

The Precinct will take on a support role to the adjacent university and hospital institutions and their associated research centres by providing employment and additional floor space. It will be focused around the triangular wedge at the intersection of Pyrmont Bridge Road, Mallett Street and Parramatta Road, and will form the western entry to the city.



Also, the Strategy includes updated *Planning and Design Guidelines* with more detailed controls to address design excellence, landscaping, privacy, solar access, and protecting the existing character and amenity.

The precinct will be marked by taller buildings catering to both residential and business markets, offering a potential home for any number of innovative and incubator businesses and research activities. The Precinct could develop a moniker, such as the 'Camperdown Triangle', highlighting it as an epicentre of health, education, technology and reinvention.

In response to concerns about public transport, the Strategy capitalises on a number of planned high-capacity public transport connections along Parramatta Road to the CBD. It reinforces active transport, with low priority given to additional private vehicle movements, as requested in feedback that focused on the need to improve pedestrian and cyclist pathways by making routes more direct and safer.

Feedback about traffic congestion and public transport services has been provided to TfNSW and RMS to inform their public transport and roads planning along the Corridor.

TfNSW will progressively improve services on the Parramatta Road rapid bus route between the Burwood Town Centre and Sydney CBD. Public transport journeys will become faster and more

reliable through the operation of higher-frequency and higher-capacity bus services, additional on-road priority, and bus stop enhancements.

Feedback requested more open space for the Precinct, and the Strategy responds with a prioritising completion of the Johnstons Creek green corridor, connecting the Precinct to the Bicentennial Parklands and the Harbour foreshore walks.

Concerns about the provision for adequate social infrastructure is addressed in an updated *Infrastructure Schedule* that prioritises and addresses funding of the future infrastructure required to support the long-term growth in the Corridor including strategies to deliver community centres, cultural facilities, emergency services, schools and community health facilities.

The *Infrastructure Schedule* details opportunities to improve and deliver social infrastructure to meet requirements specific to the Camperdown Precinct up to 2023, including to:

- provide new walking and cycling links
- expand the existing community health facility
- provide a new pedestrian and cycle connection along Johnstons Creek
- provide enhanced priority bus measures.

5

Implementation



5.1 How will the Strategy be delivered?

The Strategy is a framework for guiding the changes that will shape the neighbourhoods, connections and places along the Parramatta Road Corridor. Agencies responsible for delivering the Program include the Department of Planning and Environment, the Greater Sydney Commission, Transport for NSW, Roads and Maritime Services, Sydney Motorway Corporation and local councils.

Delivery of the Strategy involves:

- statutory planning mechanisms, including a Ministerial Direction
- referencing of the Strategy and Implementation Tool Kit in the District Plans
- management and delivery of the *Parramatta Road Urban Amenity Improvement Plan*
- staged infrastructure delivery
- future consultation
- governance.

The development of this Strategy including the implementation approach has been through an open, collaborative and integrated approach to include cross-agency stakeholders and the community, through extensive consultation over a three-year period. UrbanGrowth NSW thanks all those who participated.

What does the Strategy do?

The Strategy does not rezone land, but provides guidance for the consideration of future rezoning applications. A Ministerial Direction gives statutory (legal) weight to the Strategy and Implementation Tool Kit. The Direction requires land use and transport proposals to demonstrate consistency with the Strategy and Tool Kit, and enables councils to consider planning proposals in a clear strategic context. Any land use changes (rezonings) will be considered using the existing land use planning system.

To help implement the Strategy, the *Implementation Plan 2016 – 2023* suggests a staging plan for the Corridor. It outlines the short term stages, maps the first lands suitable for rezoning, and identifies the infrastructure required to support rezoning.

Mechanisms to deliver the Strategy include:

The Strategy as a statutory instrument

A Section 117 Ministerial Direction has been issued to give statutory legal weight to the Strategy and Implementation Tool Kit, a mechanism that will be used by councils and other stakeholders when making land use decisions.

The Direction requires that planning proposals for land within the Corridor demonstrate consistency with the Strategy and Implementation Toolkit.

The Direction also ensures planning authorities, including local councils, consider the Strategy and Implementation Tool Kit when assessing planning proposals, and will ensure the renewal of the Corridor is aligned with infrastructure timing, staging and funding.

Informing District Plans

The Strategy will be delivered through the existing statutory planning system.

Key elements of the Strategy will be included in the District Plans for the West Central and Central Districts, where the Corridor is located. District Plans were given statutory force through amendments to planning legislation in late 2015.

The District Plans will then be implemented through councils' Local Environmental Plans (LEPs), or Priority Precincts (through DPE) in limited circumstances, in coordination with the delivery of key infrastructure.

Long-term administration and implementation

The Strategy will be mainstreamed into the existing statutory planning system for implementation. As such, key elements of the Strategy will be included through relevant planning processes managed by the Greater Sydney Commission, Department of Planning and Environment and councils.

The Greater Sydney Commission will manage and administer the *Urban Amenity Improvement Plan*.

Other delivery mechanisms

The Strategy will be implemented through:

- State Environmental Planning Policies for Priority Precincts (areas identified as important in implementing the State's planning objectives)
- landowner or developer planning proposals
- comprehensive LEP reviews by councils.

The Strategy's implementation will also occur alongside the delivery of city-shaping infrastructure, such as WestConnex, the Burwood–Sydney CBD On-street Rapid Transit, Parramatta Light Rail, and local and regional infrastructure as set out in the *Implementation Plan 2016-2023*.

5.2 Staging of delivery

The rezoning of land will be staged in accordance with the delivery of infrastructure.

This includes city-shaping infrastructure, such as WestConnex, the Burwood–Sydney CBD On-street Rapid Transit, Parramatta Light Rail, and local and regional infrastructure as set out in the *Implementation Plan 2016-2023*.

5.3 Governance

The Strategy details a Corridor Governance Framework with actions at five levels:

- policy direction and administration, led by the Greater Sydney Commission Department of Planning & Environment and councils
- District planning, led by the Greater Sydney Commission
- infrastructure delivery, led by Transport for NSW, Roads and Maritime Services, the Greater Sydney Commission and councils, with support from the Department of Education, NSW Health, local area health districts and councils in terms of social infrastructure
- local planning and development assessment, led by councils
- monitoring and review, led by the relevant Planning agencies and councils.

5.4 Future consultation and feedback opportunities

Implementation of the Strategy will include continued engagement. All stakeholders, including local communities and businesses, will be kept informed of progress, and will have opportunities to participate in future stages of planning and comment on aspects of implementation.

Through public exhibition processes for statutory planning proposals or future rezoning, the community and other stakeholders can continue their vital involvement in the Strategy at each step of the Corridor's transformation.

While the Strategy is a long-term policy framework, it includes an *Implementation Plan 2016-2023* that outlines shorter horizon objectives and actions. The *Implementation Plan 2016-2023* also provides a basis for review to ensure the plan is able to adapt to changes as they occur.

Review of the Strategy will take into account transport and infrastructure implementation, changes in urban form along the Corridor, and shifts in community attitudes.



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