

Greater Sydney Commission Information Note 8

DRAFT GREATER SYDNEY REGION PLAN OBJECTIVES, STRATEGIES AND ACTIONS

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The draft Plan's – Objectives, Strategies and Actions

Section 75AC of the *Environmental Planning and Assessment Act 1979* requires a draft regional plan to include:

- a) the basis for strategic planning in the region, having regard to economic, social and environmental matters,
- b) a vision statement and objectives consistent with the vision statement,
- c) strategies and actions for achieving those objectives
- d) the basis on which the relevant strategic planning authority is to monitor and report on the implementation of those actions,
- e) such other matters as the relevant strategic planning authority considers relevant to planning for the region.

The draft *Greater Sydney Region Plan* (October 2017) contains the following Objectives, Strategies and Actions.

Objectives	Strategies and Actions
A city supported by infrastructure	
1. Infrastructure supports the three cities	1.1 Prioritise infrastructure investments to support the vision of a metropolis of three cities. 1.2 Sequence growth across the three cities to promote north-south and east-west connections.
2. Infrastructure aligns with forecast growth – growth infrastructure compact	2.1 Align forecast growth with infrastructure. 2.2 Sequence infrastructure provision across Greater Sydney using a place-based approach.
3. Infrastructure adapts to meet future needs	3.1 Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans.
4. Infrastructure use is optimised	4.1 Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.

Objectives	Strategies and Actions
A collaborative city	
5. Benefits of growth realised by collaboration of governments, community and business	<i>Action 1 Identify, prioritise and deliver Collaboration Areas.</i>
A city for people	
6. Services and infrastructure meet communities' changing needs	6.1 Deliver social infrastructure to reflect the needs of the community now and in the future.
	6.2 Optimise the use of available public land for social infrastructure.
7. Communities are healthy, resilient and socially connected	7.1 Deliver inclusive places for people of all ages and abilities that support healthy, resilient and socially connected communities by: <ul style="list-style-type: none"> • providing walkable places with active street life and a human scale • co-locating schools, social, health, sporting, cultural and shared facilities.
8. Greater Sydney's communities are culturally rich with diverse neighbourhoods	8.1 Consider cultural diversity in strategic planning and engagement.
9. Greater Sydney celebrates the arts and supports creative industries and innovation	9.1 Facilitate opportunities for creative and artistic expression and participation, whereas feasible with a minimum regulatory burden, including: <ul style="list-style-type: none"> • creative arts and cultural enterprises and facilities • creative interim and temporary uses • appropriate development of the night-time economy.
Housing the city	
10. Greater housing supply	<i>Action 2 Prepare housing strategies.</i>
	<i>Action 3 Develop 6-10 year housing targets.</i>
11. Housing is more diverse and affordable	11.1 Prepare Affordable Rental Housing Target schemes.
	11.2 State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.
	<i>Action 4 Work with the NSW Department of Planning and Environment to implement Affordable Rental Housing Targets.</i>
A city of great places	
12. Great places that bring people together	12.1 Deliver great places by: <ul style="list-style-type: none"> • prioritising people-friendly public realm and open space as a central organising design principle • recognising and balancing the dual function of streets as places for people and movement • providing fine grain urban form, high amenity, and walkability • integrating social infrastructure to support social connections and provide a community hub • encouraging contemporary interpretation of heritage where possible • Using a place-based and collaborative approach throughout planning, design, development and management.
	12.2 In Collaboration Areas, Priority Precincts and planning for centres:

Objectives	Strategies and Actions
	<ul style="list-style-type: none"> investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking ensure parking availability takes into account the level of access by public transport consider the capacity for places to change and evolve, and accommodate diverse activities over time.
13. Environmental heritage is conserved and enhanced	13.1 Conserve and enhance environmental heritage by: <ul style="list-style-type: none"> engaging with the community early in the planning process to understand Aboriginal, European and natural heritage values conserving and interpreting Aboriginal, European and natural heritage to foster distinctive local places.
A well-connected city	
14. A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities	14.1 Integrate land use and transport plans to deliver the 30-minute city. 14.2 Investigate, plan and protect future transport and infrastructure corridors. 14.3 Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.
15. The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	<i>Action 5 Collaborate to deliver the Greater Parramatta and the Olympic Peninsula (GPOP) vision.</i> <i>Action 6 Develop a growth infrastructure compact for GPOP.</i> 15.1 Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridors. 15.2 Co-locate health, education, social and community facilities in strategic centres along the economic corridors.
A city of great places	
16. Freight and logistics network is competitive and efficient	16.1 Manage the interfaces of industrial areas, trade gateways and intermodal facilities by: Land use activities <ul style="list-style-type: none"> providing buffer areas to nearby activities that are sensitive to emissions from 24-hour port and freight functions such as residential uses protecting industrial lands for port, intermodal and logistics uses from the encroachment of commercial, residential and other non-compatible uses which would adversely affect industry viability to facilitate ongoing operation and long-term growth requiring sensitive developments within the influence of port and airport operations to implement measures that reduce amenity impacts improving communication of current and future noise conditions around Port Botany, airports, surrounding road and rail networks, intermodals and supporting private lands improving the capacity of existing stakeholders to implement existing planning noise standards for incoming sensitive developments protecting prescribed airspace from inappropriate development, for example height of building controls that would allow buildings to penetrate prescribed airspace and reduce the capacity of existing airport operations preventing inappropriate development within the high-noise corridor on the Kurnell Peninsula

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	<ul style="list-style-type: none"> • identifying and preserving land for future port and airport, intermodal and rail infrastructure • accommodating advanced manufacturing where appropriate by zoning that reflects emerging development models. <p>Transport operations</p> <ul style="list-style-type: none"> • providing the required commercial and passenger vehicle, and freight and passenger rail access • preventing uses that generate additional private vehicle traffic on roads that service Port Botany and Sydney Airport such as large scale car-based retail and high density residential to reduce conflicts with large dangerous goods vehicles (for example, Foreshore Road and Denison Street, Banksmeadow) • improving the road connectivity from Villawood to Eastern Creek, via Yennora, Smithfield and Wetherill Park to improve business-to-business and supply chain connectivity along this industrial corridor. <hr/> <p>16.2 Optimise the efficiency and effectiveness of the freight handling and logistics network by:</p> <ul style="list-style-type: none"> • protecting current and future freight corridors • balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries • identifying and protecting key freight routes • limiting incompatible uses in areas expected to have intense freight activity.
17. Regional transport is integrated with land use	17.1 Investigate and plan for the land use implications of potential long-term transport connections.
Jobs and skills for the city	
18. Harbour CBD is stronger and more competitive	<p>18.1 Prioritise:</p> <ul style="list-style-type: none"> • public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city • infrastructure investments which enhance walkability and cycling, particularly those focused on access to the transport network, and within five kilometres of any strategic centre or within 10 kilometres of the Harbour CBD. <hr/> <p>18.2 Develop and implement land use and infrastructure plans which strengthen the international competitiveness of the Harbour CBD and grow its vibrancy and by:</p> <ul style="list-style-type: none"> • further growing an internationally competitive commercial sector to support an innovation economy • providing residential development without compromising the objectives for commercial development • providing a wide range of cultural, entertainment, arts and leisure activities • providing for a diverse and vibrant night-time economy, in a way that responds to potential negative impacts. <hr/> <p><i>Action 7 Support the growth of the Camperdown-Ultimo Collaboration Area.</i></p>

Objectives	Strategies and Actions
<p>19 Greater Parramatta is stronger and more competitive</p>	<p>19.1 Prioritise:</p> <ul style="list-style-type: none"> • public transport investments to improve connectivity to Greater Parramatta from the Harbour CBD, Sydney Olympic Park, Westmead, Macquarie Park, Norwest and Kogarah via Bankstown • infrastructure investments which enhance walkability and cycling, particularly those focused on access to the transport network, and within five kilometres of any strategic centre or 10 kilometres of Greater Parramatta. <hr/> <p>19.2 Develop and implement land use and infrastructure plans which strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy by:</p> <ul style="list-style-type: none"> • enabling the development of an internationally competitive health and education precinct at Westmead • creating opportunities for an expanded office market • balancing residential development with the needs of commercial development, including, if required, a commercial core • providing for a wide range of cultural, entertainment, arts and leisure activities • improving the quality of Parramatta Park and Parramatta River and their walking and cycling connections to Westmead and the Parramatta CBD • providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts.
<p>20. Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</p>	<p>20.1 Prioritise:</p> <ul style="list-style-type: none"> • public transport investments to improve the north–south and east–west connections to the metropolitan city cluster • infrastructure investments which enhance walkability and cycling, particularly those focused on access to the transport network, and within five kilometres of any strategic centre or 10 kilometres of the metropolitan city cluster. <hr/> <p>20.2 Develop and implement land use and infrastructure plans for the Western Sydney Airport, the metropolitan city cluster, the Western Sydney Employment Area and strategic centres in the Western Parkland City by:</p> <ul style="list-style-type: none"> • supporting commercial development, aerospace and defence industries and the innovation economy • supporting internationally competitive freight and logistics sectors • planning vibrant strategic centres and attracting health and education facilities, cultural, entertainment, arts and leisure activities • creating high quality places with a focus on walking and cycling • improving transport connections across the District. <hr/> <p><i>Action 8 Collaborate to deliver the Western Sydney City Deal.</i></p>
<p>21. Internationally competitive health, education, research and innovation precincts</p>	<p>21.1 Develop and implement land use and infrastructure plans for health and education precincts that:</p> <ul style="list-style-type: none"> • create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts • have high levels of accessibility • attract associated businesses, industries and commercialisation of research • facilitate housing opportunities for students and workers within 30 minutes of the precinct.
<p>22. Investment and business activity in centres</p>	<p>22.1 Provide people with access to jobs, goods and services in centres by:</p> <ul style="list-style-type: none"> • attracting significant investment and business activity in strategic centres to provide jobs growth

Objectives	Strategies and Actions
	<ul style="list-style-type: none"> • diversifying the range of activities in all centres • creating vibrant, safe places and quality public realm • balancing the efficient movement of people and goods with supporting the liveability of places on the road network • improving the walkability within and to the centre • completing and improving a safe and connected cycling network to and within the centre • improving public transport services to all strategic centres • creating the conditions for residential developments within strategic centres and within walking distance, but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need. <p><i>Action 9 Facilitate whole-of-government place-based outcomes through Collaboration Areas for targeted strategic centres including Liverpool, Greater Penrith and Randwick.</i></p> <p>22.2 Create new centres in accordance with the stated principles in the draft Plan.</p> <p>22.3 Engage with the retail sector on its changing planning requirements and update planning controls as required.</p>
<p>23. Industrial and urban services land is planned, protected and managed</p>	<p>23.1 Industrial land in the three cities is to be managed in line with the principles set out in this draft <i>Greater Sydney Region Plan</i>.</p> <p>23.2 Consider office development in industrial zones where it does not compromise industrial activities in the South and Western City Districts.</p> <p><i>Action 10 Review industrial and urban services land in the Central River City and the South West and North West Priority Growth Areas.</i></p>
<p>24. Economic sectors are targeted for more success</p>	<p>24.1 Consider the barriers to the growth of internationally competitive trade sectors including engaging with industry and assessing regulatory barriers.</p> <p>24.2 Consider the following issues when preparing plans for tourism and visitation:</p> <ul style="list-style-type: none"> • encouraging the development of a range of well-designed and located facilities • enhancing the amenity, vibrancy and safety of centres and township precincts • supporting the development of places for artistic and cultural activities • improving public facilities and access • protecting heritage and biodiversity to enhance cultural and eco-tourism • supporting appropriate growth of the night-time economy • developing industry skills critical to growing the visitor economy. <p>24.3 Protect and support agricultural production and mineral resources (in particular construction materials) by preventing inappropriately dispersed urban activities in rural areas.</p> <p>24.4 Provide a regulatory environment which enables economic opportunities created by changing technologies.</p>
<p>A city in its landscape</p>	
<p>25. The coast and waterways are protected and healthier</p>	<p>25.1 Protect environmentally sensitive coastal areas and waterways.</p> <p>25.2 Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.</p>

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	<p>25.3 Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes.</p> <p>25.4 Reinstate more natural conditions in highly modified urban waterways.</p>
<p>26. A cool and green parkland city in the South Creek corridor</p>	<p>26.1 Implement the South Creek Corridor Plan and use the design principles for South Creek to deliver a cool and green Western Parkland City.</p> <p><i>Action 11 Develop and implement the South Creek Corridor Plan.</i></p>
<p>27. Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p>	<p>27.1 Protect and enhance biodiversity by:</p> <ul style="list-style-type: none"> • supporting landscape-scale biodiversity conservation and the restoration of bushland corridors • managing urban bushland and remnant vegetation as green infrastructure.
<p>28. Scenic and cultural landscapes are protected</p>	<p>28.1 Identify and protect scenic and cultural landscapes.</p> <p>28.2 Enhance and protect views of scenic and cultural landscapes from the public realm.</p>
<p>29. Environmental, social and economic values in rural areas are maintained and protected</p>	<p>29.1 Maintain or enhance the values of the Metropolitan Rural Areas using place-based planning to deliver targeted environmental, social and economic outcomes, including rural residential development.</p> <p>29.2 Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park, Orchard Hills, and east of The Northern Road, Luddenham.</p>
<p>30. Urban tree canopy cover is increased</p>	<p>30.1 Expand urban tree canopy in the public realm.</p>
<p>31. Public open space is accessible, protected and enhanced</p>	<p>31.1 Maximise the use of existing open space and protect, enhance and expand public open space by:</p> <ul style="list-style-type: none"> • investigating opportunities to expand a network of diverse, accessible, high quality open space that responds to the needs and values of communities as populations grow • investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas are within 200 metres of open space • requiring large urban renewal initiatives to demonstrate how access to high quality and diverse local open space is maintained or improved • planning new neighbourhoods with a sufficient quantity of new open space • delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses • delivering on, or complementing, the Greater Sydney Green Grid. <p><i>Action 12 Deliver the open space toolkit.</i></p>
<p>32. The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p>32.1 Progressively refine the detailed design and delivery of:</p> <ul style="list-style-type: none"> • Greater Sydney Green Grid priority opportunities • connections that form the long-term vision of the network.
<p>An efficient city</p>	
<p>33. A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p>	<p>33.1 Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050 especially through the establishment of low-carbon precincts in Priority Growth Areas, Priority Precincts and Collaboration Areas.</p>

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34. Energy and water flows are captured, used and re-used	34.1 Support precinct-based initiatives to increase renewable energy, and energy and water efficiency especially in Priority Growth Areas, Priority Precincts, Collaboration Areas and State Significant Precincts.
35. More waste is re-used and recycled to support the development of a circular economy	35.1 Protect existing, and identify new, locations for waste recycling and management.
	35.2 Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.
A resilient city	
36. People and places adapt to climate change and future shocks and stresses	36.1 Support initiatives that respond to the impacts of climate change.
37. Exposure to natural and urban hazards is reduced	37.1 Respond to the direction for managing flood risk in the Hawkesbury-Nepean Valley as set out in <i>Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy</i> .
38. Heatwaves and extreme heat are managed	38.1 Mitigate the urban heat island effect and reduce vulnerability to extreme heat.
Implementation	
39. A collaborative approach to city planning	<i>Action 13 Work with the NSW Department of Planning and Environment to develop its role in peer reviewing key land use and infrastructure plans prepared by NSW Department of Planning and Environment to provide assurance to the community that robust planning is being undertaken across Greater Sydney consistent with the directions, priorities and objectives of the District and Region Plans.</i>
40. Plans refined by monitoring and reporting	<i>Action 14 Report on Actions</i>