

An aerial photograph of Sydney, Australia, showing the city skyline with numerous skyscrapers in the background and a dense residential area with many trees and smaller buildings in the foreground. Two large blue circles are overlaid on the image, containing text.

City Plan 2036

Local Strategic Planning Statement

March 2020



Contents

	Aboriginal and Torres Strait Islander statement	8
	Lord Mayor's message	9
	Introduction	10
	Strategic context	18
	The City to 2036	43
	Vision	55
01	Infrastructure	65
02	Liveability	101
03	Productivity	143
04	Sustainability	175
05	Governance and implementation	203

Figures

Figure 1:	Strategic planning framework	11
Figure 2:	Vision of the Greater Sydney Region	13
Figure 3:	Eastern City District structure plan	14
Figure 4:	NSW planning system	17
Figure 5:	City of Sydney LGA	19
Figure 6:	Character and activity streets	25
Figure 7:	Metropolitan and strategic centres	31
Figure 8:	Finance and property services clusters	32
Figure 9:	Professional services, information media and creative clusters	32
Figure 10:	Health and education clusters	33
Figure 11:	Transport and manufacturing clusters	33
Figure 12:	Geography and hydrology	34
Figure 13:	Restricted access vehicle map	36
Figure 14:	Existing and future transport network	37
Figure 15:	Total floor space capacity by source (million square metres)	46
Figure 16:	Distribution of capacity for housing and jobs	51
Figure 17:	City of Sydney Structure Plan	58
Figure 18:	Delivering the 30-minute city	67
Figure 19:	Liveable Green Network	69
Figure 20:	Sydney Metro West	71
Figure 21:	Media and Telecommunications workforce by % of total workforce – Sydney Metro West corridor	73
Figure 22:	Internet and data processing jobs by % of total employment – Sydney Metro West corridor	73
Figure 23:	Draft Central Sydney Planning Strategy project idea for future city square at Central Station	74

Figure 24: Proposed east-west investigation corridor	75
Figure 25: Green Square capital funding (2015 values) – excludes transport, schools and affordable housing	83
Figure 26: Existing and proposed open space	87
Figure 27: Dedication and acquisition investigation areas	89
Figure 28: Outdoor recreation	90
Figure 29: Indoor recreation and aquatic facilities	90
Figure 30: Open space proximity	91
Figure 31: Libraries	93
Figure 32: Community facilities	93
Figure 33: Arts and culture	94
Figure 34: Early education and care	94
Figure 35: Health facilities	96
Figure 36: Emergency services	96
Figure 37: Educational facilities	97
Figure 38: Eastern Creative and Cultural Precinct - Oxford Street	104
Figure 39: Kimber lane, Haymarket: Artwork 'In Between Two Worlds' by Jason Wing	105
Figure 40: Walkable neighbourhoods	109
Figure 41: Walkable distances to community centres	110
Figure 42: Walkable distances to General Practitioners	110
Figure 43: Walkable distances to fresh food	110
Figure 44: Walkable distances to libraries	110
Figure 45: Walkable distances to open space	111
Figure 46: Walkable distances to recreation facilities	111

Figure 47: Walkable distances to public primary schools	111
Figure 48: Walkable distances to supermarket	111
Figure 49: Centres and activity streets	115
Figure 50: Existing and planned activity streets	117
Figure 51: Squares	118
Figure 52: Harbour foreshore	119
Figure 53: Busy roads	122
Figure 54: Heritage items and conservation areas	125
Figure 55: Key industry clusters in Central Sydney	145
Figure 56: Central Sydney Structure Plan	147
Figure 57: Central Sydney South: Future focus	148
Figure 58: Eastern Economic Corridor	149
Figure 59: City Fringe	155
Figure 60: Camperdown-Ultimo Health and Education Precinct	155
Figure 61: Innovation Corridor	155
Figure 62: Eastern Creative Precinct	155
Figure 63: Key industry clusters in City Fringe	157
Figure 64: Key industry clusters in the Camperdown-Ultimo Health and Education Precinct	159
Figure 65: Key industry clusters in the Eastern Creative Precinct	161
Figure 66: Botany Road Corridor	164
Figure 67: Green Square-Mascot Strategic Centre	169
Figure 68: Key industry clusters in the Green Square-Mascot Strategic Centre	171
Figure 69: Biodiversity corridors, open space and habitat	177

Figure 70: Urban tree canopy cover as of 2018	179
Figure 71: Foreshore and major waterways	181
Figure 72: Water Sensitive Urban Design	182
Figure 73: Blue and green grid	183
Figure 74: Greenhouse gas (GHG) emissions by source 2016–17	187
Figure 75: Potable water consumption	190
Figure 76: Circular economy on a precinct scale	193
Figure 77: Urban heat at 10am during the summer of 2015–16	198
Figure 78: Vulnerability to heatwaves at 2016	198
Figure 79: Inundation during a 1 in 100 year event and probable maximum flood	199
Figure 80: Natural and urban hazards	200
Figure 81: Land where State Government controls apply	207

Aboriginal and Torres Strait Islander statement

The Council of the City of Sydney acknowledges Aboriginal and Torres Strait Islander peoples as the traditional custodians of our land – Australia. The City acknowledges the Gadigal of the Eora Nation as the traditional custodians of this place we now call Sydney.

In 1788, the British established a convict outpost on the shores of Sydney Harbour. This had far-reaching and devastating impacts on the Eora Nation, including the occupation and appropriation of their traditional lands.

Today, Sydney is of prime importance as the first place in which longstanding ways of life were disrupted by this invasion, as well as an ongoing centre for Aboriginal and Torres Strait Islander communities, cultures, traditions and histories.

Despite the destructive impact of this invasion, Aboriginal cultures endured and are now globally recognised as one of the world's oldest living cultures. Aboriginal peoples have shown, and continue to show, enormous resilience coupled with generosity of spirit towards other peoples with whom they now share their land.

The Council of the City of Sydney recognises that by acknowledging our shared past, we are laying the groundwork for a future which embraces all Australians, a future based on mutual respect and shared responsibility for our land. The ongoing custodianship of the Gadigal of the Eora Nation is an essential part of this future, as is Sydney's continuing place as a centre of Aboriginal and Torres Strait Islander cultures and communities.

There are many sites across our local government area with historical and cultural significance for Aboriginal and Torres Strait Islander communities. The City has documented many of these in Barani/Barrabagu (Yesterday/Tomorrow) as its first expression of the Eora Journey project.

The City works with, and has achieved much with, Aboriginal and Torres Strait Islander people and the City's Aboriginal and Torres Strait Islander Advisory Panel, consistent with the Principles of Cooperation signed between the City of Sydney and the Metropolitan Aboriginal Land Council in 2006. The City is deeply committed to Reconciliation in partnership with its Aboriginal and Torres Strait Islander peoples and in 2015 adopted our inaugural Innovate Reconciliation Action Plan. In 2016, the Eora Journey Economic Development Plan was adopted. These actions and others will help to ensure their political, economic, social and cultural rights are embedded in subsequent economic, social, environmental and cultural change.

Sustainable Sydney 2030 recognises Sydney's Aboriginal heritage and contemporary Aboriginal and Torres Strait Islander cultures. Aboriginal and Torres Strait Islander communities in the City were extensively consulted for Sustainable Sydney 2030 and this consultation continues today as we prepare our Sustainable Sydney 2050 plan. The City of Sydney is committed to acknowledging, sharing and celebrating a living culture in the heart of our city.

Lord Mayor's message



Since 2008, the City of Sydney has been working towards our vision of a green, global and connected city. *Sustainable Sydney 2030* captures this vision and our ambitious environmental, economic, social and cultural goals. It guides everything we do.

Sydney is Australia's global city, and a key driver of the national economy. We have unique heritage villages that are home to many residents, energetic high streets, new communities in urban renewal areas and evolving knowledge-intensive business clusters.

Over the past ten years, we have supported a growing population and economy while improving liveability. We are creating walkable neighbourhoods, and environmentally and socially sustainable communities that are places for people to live, work, shop and socialise. We have improved local high streets, supported local businesses and provided local parks and community facilities.

Our city will continue to grow. By 2036, 1.7 million people will be in the City of Sydney every day, and we expect to deliver 50,000 new homes and space for 200,000 additional jobs. While the community understands that the city will grow and change, we know they want us to manage that growth to create a fair, sustainable and beautiful city.

Our planning framework, which includes local environmental plans, development control plans, strategies and contributions plans, is one of our most valuable tools to guide the making and re-making of the city. This planning statement sets out how we will grow and it will guide that change over the next 20 years.

We will continue to protect our unique heritage areas, while planning for new homes in sustainable, well-designed urban renewal areas such as Green Square. We will prioritise business and jobs in Central Sydney, Ultimo-Camperdown and the Southern Enterprise Area. We will use competitive processes to continue to deliver design excellence, and we will provide new and renovated facilities for communities and businesses with a \$1.7 billion investment over the next 10 years.

We also face significant challenges. We need to improve the sustainability performance of buildings and continue building and reshaping Sydney's cultural and night-time economy. This requires the State Government to deliver mass transport in Green Square and Pyrmont-Ultimo. The housing affordability crisis requires all three levels of government to work together to address and to support a diverse community, with the State and Federal Government investing in social and affordable housing, and the city implementing our affordable housing levy schemes.

While this statement will guide the growth of our city for the next twenty years, we cannot achieve it alone. At the City we are committed to continuing to work with residents, our business community, neighbouring councils and other tiers of government to make the strong planning decisions required to deliver outcomes for Sydney, and to create a green, global and connected city.

A handwritten signature in black ink that reads "Clover Moore". The signature is fluid and cursive, with a long horizontal stroke at the end.

Clover Moore

Lord Mayor

Introduction

Why planning?

People use and develop land so that we can house our community, produce the goods we need and want, and provide the services we seek. A planning system is a set of laws and policies that helps us decide how we use and develop land to get the greatest benefit for all and to avoid or manage any undesirable effects. A planning system also coordinates the homes and other buildings built by the private sector with infrastructure provided by government. This means the right types of land uses are located near the transport, services, schools and parks that people need.

The planning system can encourage positive change in our city while protecting the characteristics that make our local areas attractive. It balances competing and often conflicting demands to make sure that land is used and developed with the community's long-term interests in mind. It promotes transparency and fairness with all treated equally in accordance with an agreed plan.

The role of the City

The City of Sydney (the City) is responsible for long-term strategic land use planning on behalf of the local community, workers, visitors and businesses and for addressing economic, social, environmental, cultural, civic leadership and land use issues in an integrated manner.

We set the local rules for development, known as planning controls, and we assess development proposals against our controls and those of the NSW Government. Development decisions are then made by various authorities including the City's Local Planning Panel and the Central Sydney Planning Committee.

We work with the NSW Government as our planning decisions and actions function within the planning system established by NSW legislation.

The Local Strategic Planning Statement

This Local Strategic Planning Statement (the Planning Statement) reinforces the links between the NSW Government's strategic plans and the City's community strategic plan, Sustainable Sydney 2030, and the planning controls that guide development in our city.

The Planning Statement sets out:

- the 20-year vision for land use planning in the city
- the basis or context for planning
- the planning priorities and actions needed to achieve the vision
- the governance and monitoring of the priorities and actions

The requirement for local governments to prepare Planning Statements was introduced by the NSW Government in the *Environmental Planning and Assessment Act 1979* (the Act) in March 2018.

The Planning Statement will guide future changes to the planning controls in the City's local environmental plan (LEP) and development control plans (DCP). The Planning Statement may also inform other planning tools, such as contribution plans to ensure that local infrastructure is provided as the community's needs change. NSW government agencies will also use Planning Statements to inform their infrastructure planning and service delivery, such as schools, hospitals and transport, to support local communities. It may also inform NSW government agencies on changes to legislation and policy direction.

The City will also use the Planning Statement when considering proposals to change the LEP. This will ensure that LEP changes give effect to the priorities, objectives and actions in this Planning Statement.

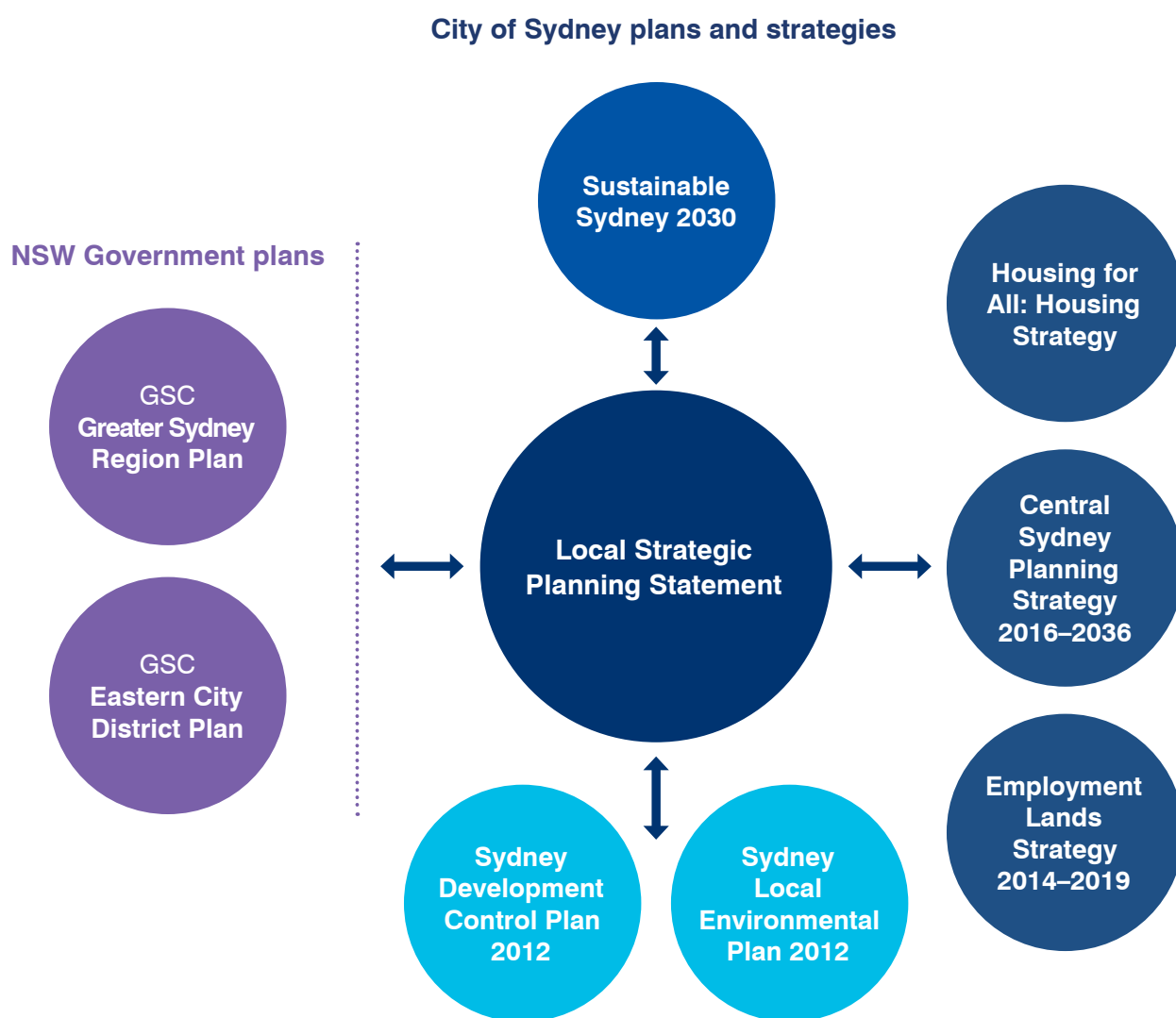
The Planning Statement builds on the City's other land use planning strategies.

The City's draft local housing strategy, Housing for All, focuses on managing housing growth and change in the city. The strategy sets out priorities and actions to achieve a diverse range of well-designed and sustainable housing to meet the needs of the community.

The City's draft Central Sydney Planning Strategy is a plan for how Central Sydney should grow to 2036 and beyond. It will provide opportunities for employment floor space growth, promote the efficient use of land, and encourage innovative design. It unlocks opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces to support growth.

The Employment Lands Strategy guides growth and change in the City's employment lands. It ensures that these lands retain their productive services while providing the opportunity to evolve to new enterprise activities. The employment lands provide opportunities for new business and the industries and urban services needed to meet the needs of the region.

Figure 1: Strategic planning framework



Strategic plans

The Planning Statement has been prepared to give effect to the Eastern City District Plan and is informed by our local characteristics and opportunities, the directions in Sustainable Sydney 2030, the City's community strategic plan, and various local plans and strategies.

A Metropolis of Three Cities – the Greater Sydney Region Plan

A Metropolis of Three Cities – the Greater Sydney Region Plan (the Region Plan), released by the Greater Sydney Commission in March 2018, is the overarching plan for the Greater Sydney Region. The Region Plan:

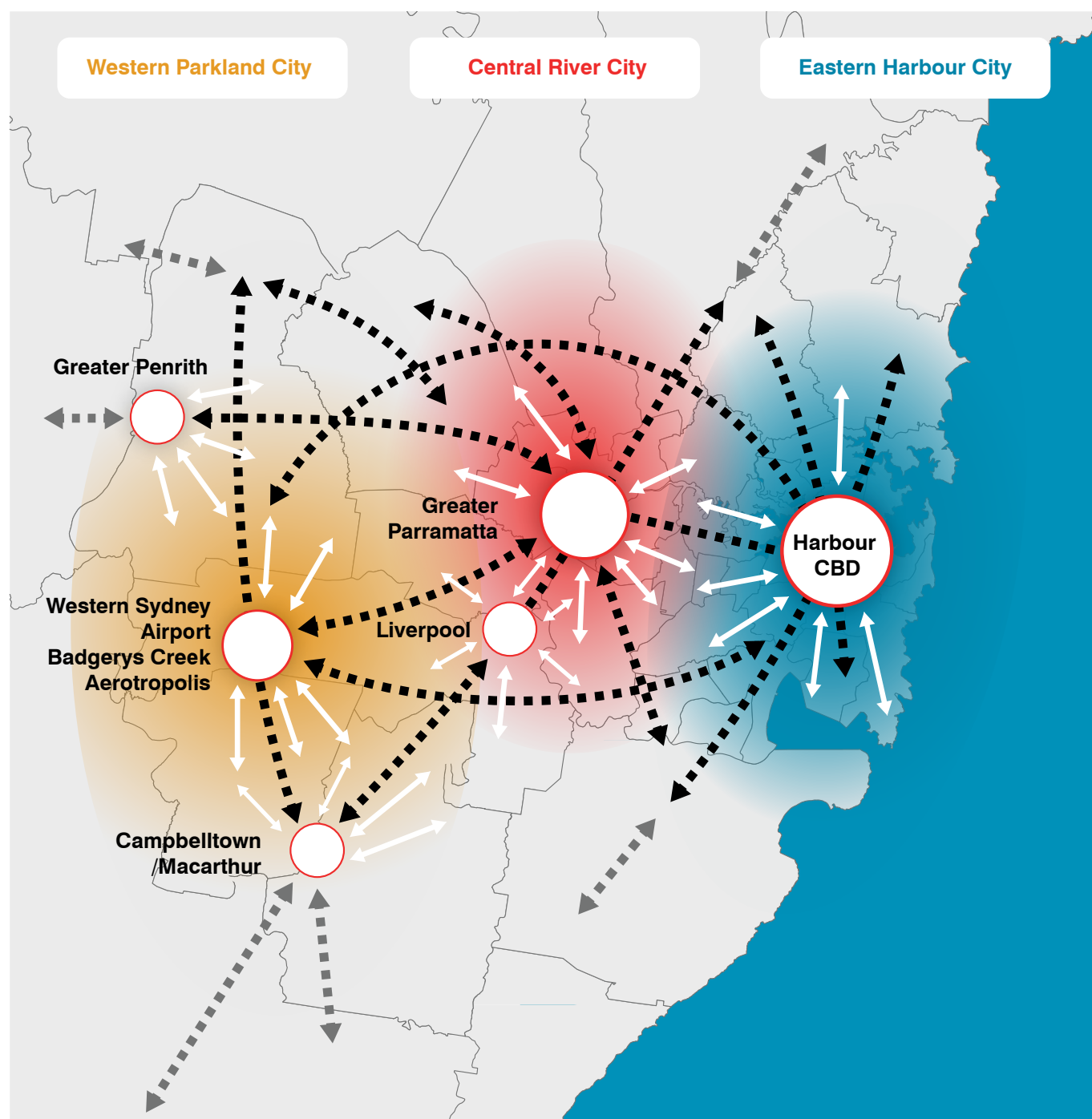
- sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic, cultural and environmental matters
- informs district and local plans and the assessment of planning proposals
- assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes
- informs the private sector and the wider community of the growth management and infrastructure investment intentions of government.

The Region Plan is guided by a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The three cities consist of:

- the established **Eastern Harbour City** – for which the Region Plan builds on its recognised economic strength and addresses liveability and sustainability
- the developing **Central River City** – for which the Region Plan invests in a wide variety of infrastructure and services and improving facilities
- the emerging **Western Parkland City** – for which the Region Plan establishes a framework for the development and success of an emerging new city.

The Region Plan integrates land use, transport and infrastructure planning between the three tiers of government and across NSW Government agencies. The Region Plan has been prepared concurrently with the Future Transport Strategy 2056 and the NSW State Infrastructure Strategy 2018–2038: Building Momentum to align land use, transport and infrastructure outcomes for Greater Sydney.

Figure 2: Vision of the Greater Sydney Region



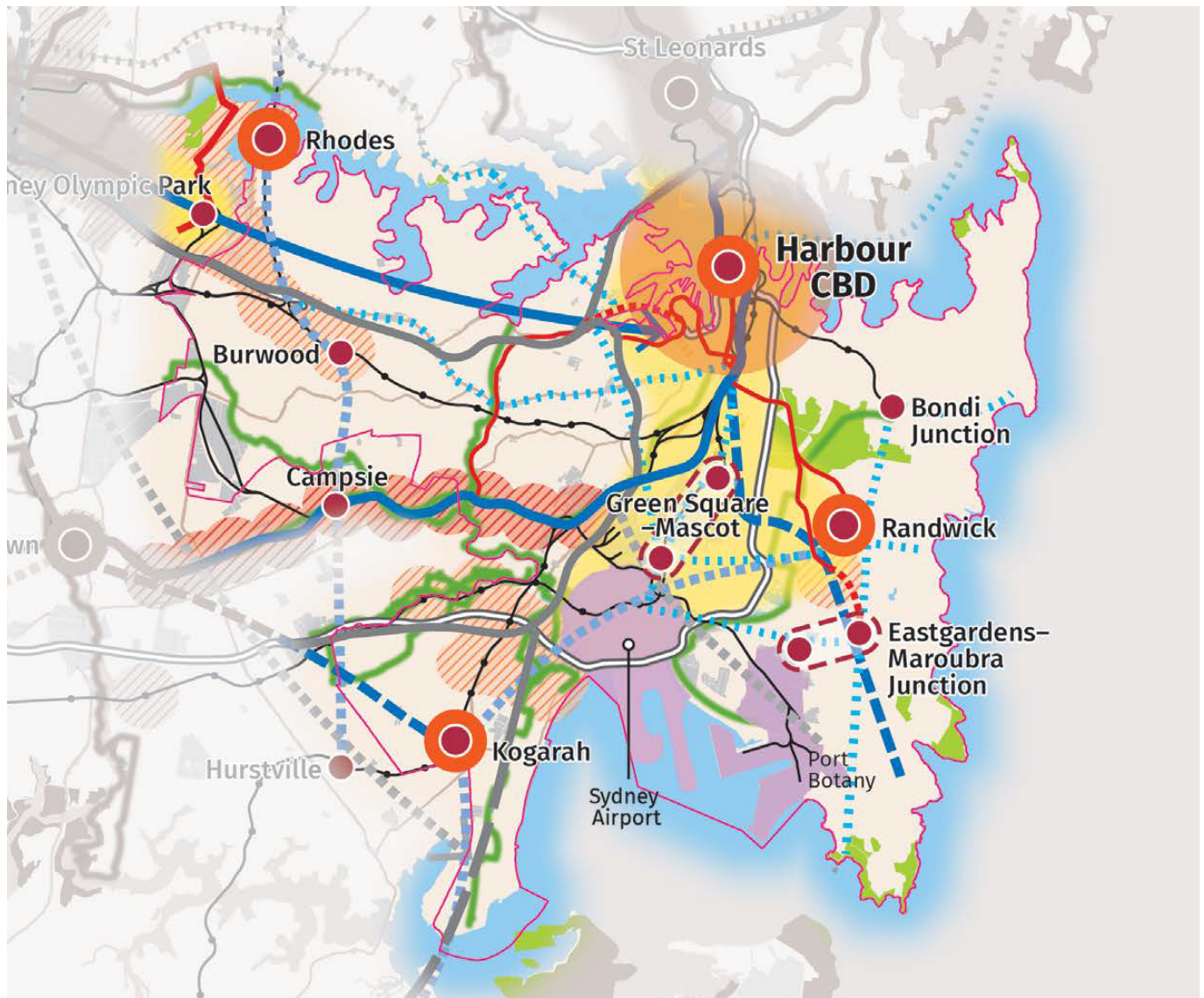
Source: adapted from the Eastern City District Plan – Greater Sydney Commission

Eastern City District Plan

The Eastern City District Plan (the District Plan), released by the Greater Sydney Commission in March 2018, sets out priorities and actions for the Eastern City District. The District Plan is a 20-year plan that guides the implementation of the Region Plan at a district level.

These two long-term plans bridge regional and local planning. They inform local environmental plans, community strategic plans and the assessment of planning proposals. The District Plan helps councils to plan and deliver for growth and change, and to align their local planning strategies to place-based outcomes.

Figure 3: Eastern City District structure plan



Source: Greater Sydney Commission

Sustainable Sydney 2030

Sustainable Sydney 2030 is the City's overarching community strategic plan that sets a vision for a Green, Global and Connected city.

Sydney 2030 came to life after we asked residents, visitors, workers and businesses what kind of city they wanted. People told us they wanted a city that cares about the environment, has a strong economy, supports the arts and that connects its people to each other and the rest of the world. Sydney 2030 is now the cornerstone of everything we do.

Sustainable Sydney 2030 is the City's highest level strategic plan, and is updated every four years. All the City's work follows from this plan. Our strategies and action plans, such as this Planning Statement, set out the commitments, projects and services we need to achieve this.

The 10 strategic directions to guide the future of the city are:

1. A globally competitive and innovative city
2. A leading environmental performer
3. Integrated transport for a connected city
4. A city for walking and cycling
5. A lively and engaging city centre
6. Resilient and inclusive local communities
7. A cultural and creative city
8. Housing for a diverse population
9. Sustainable development, renewal and design
10. Implementation through effective governance and partnerships.

In August 2018, the City resolved to develop the Sustainable Sydney 2050 Community Strategic Plan through a comprehensive plan to engage residents and businesses, government and statutory authorities, visitors, educational institutions and the cultural and creative sectors.

The Planning Statement has been informed by initial community engagement and research undertaken as part of the preparation of Sustainable Sydney 2050 – and will be updated to align with it after it is adopted by City. Generally, a reference to Sustainable Sydney 2030 is taken to be a reference to any future community strategic plan.

The Planning Statement is also informed by several City strategies, including:

- A City for All: Towards a socially just and resilient Sydney, Social Sustainability Policy and Action Plan 2018–2028
- Creative City: Cultural Policy and Action Plan 2014–2024
- Economic Development Strategy (2013)
- Environmental Action 2016–2021: Strategy and Action Plan
- Greening Sydney Plan (2012)
- Adapting for Climate Change – A long term strategy for the City of Sydney (2015)
- Leave Nothing to Waste Strategy and Action Plan 2017–2030
- Urban Ecology Strategic Action Plan (2014)
- Urban Forest Strategy (2013)
- Housing Issues Paper (2015)
- Innovate Reconciliation Action Plan 2015–2017
- Liveable Green Network Strategy and Master Plan (2011)
- Open Space, Sports and Recreation Needs Study (2016)
- OPEN Sydney: Future Directions for Sydney at Night – Strategy and Action Plan 2013–2030
- Visitor Accommodation Action Plan (2015)
- Walking Strategy and Action Plan 2015–2030
- Resilient Sydney: A strategy for city resilience 2018.

The NSW planning system

In New South Wales, the *Environmental Planning and Assessment Act 1979* (the Act) establishes the planning system and is used with other legislation and policies to manage land and development. The NSW Planning Portal (www.planningportal.nsw.gov.au) provides details of the various processes and functions of the NSW planning system.

The system is based on a series of plans, policies and guidelines that guide decision-making for development including when approval is needed and what must be considered when assessing a proposal.

Strategic plans – These plans are used to shape strategic planning and infrastructure in metropolitan Sydney and align planning from the broadest regional area down to the local area. They include the Greater Sydney Region Plan and the five District Plans prepared by the Greater Sydney Commission. Councils are required to prepare a Planning Statement that sets the land use planning strategy for the local area and aligns with the Region and District Plans. Local planning controls are then required to give effect to the strategic plans.

State Environmental Planning Policies (SEPPs) – SEPPs are NSW Government policies and planning controls that apply to certain areas or types of development. They also establish the assessment processes for different types of development such as State Significant Development (SSD), complying development and exempt development. Development proposals are assessed against relevant SEPPs.

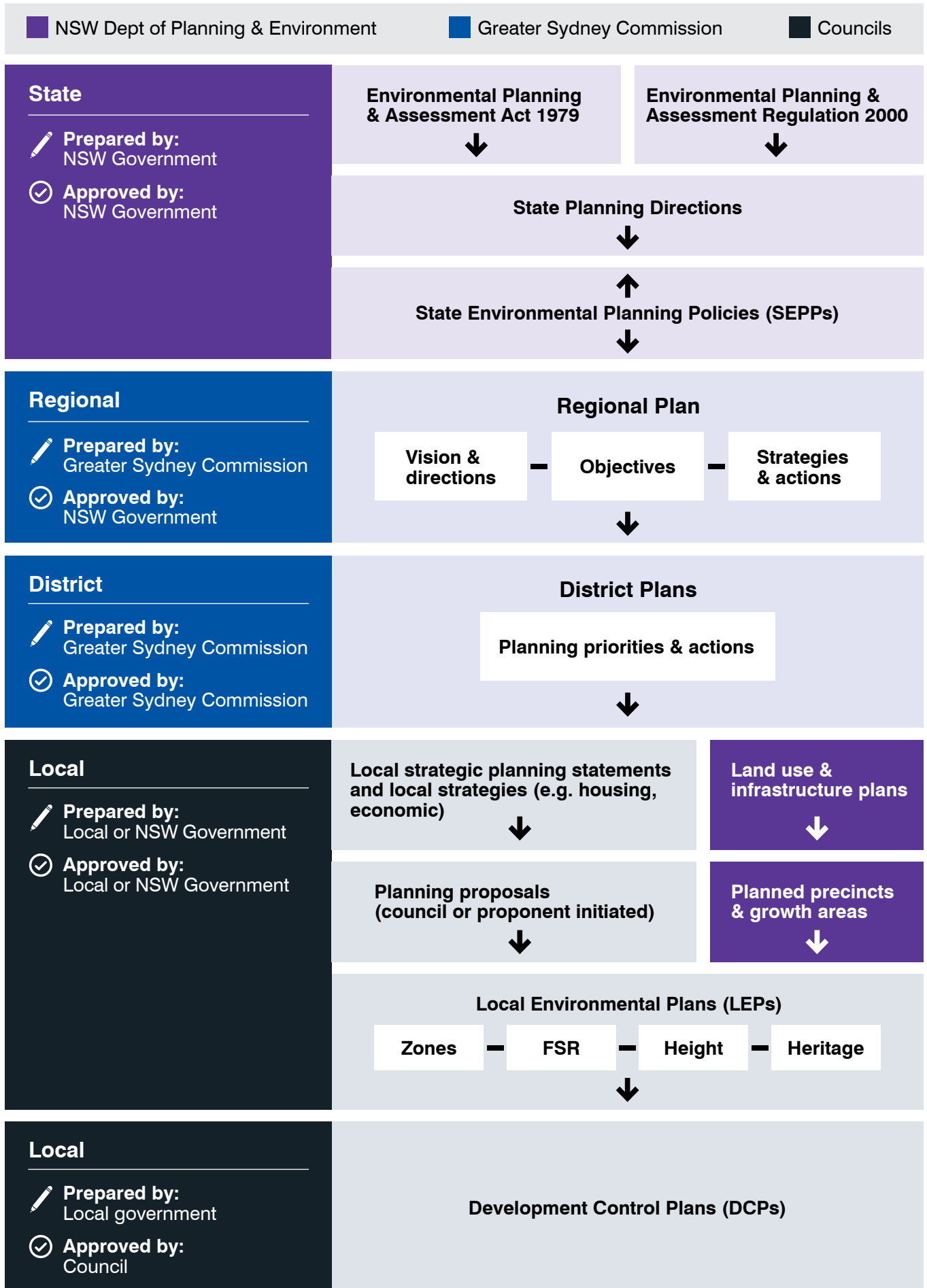
Local Environmental Plans (LEPs) – LEPs are the local planning laws prepared by councils but approved by the NSW Government. They set out what development can take place where and what places need to be protected for their heritage value. LEPs are required to give effect to the strategic plans and must be consistent with SEPPs and Ministerial Directions.

Development Control Plans (DCPs) – DCPs are guidelines prepared by councils that describe the preferred way to undertake development that is enabled by an LEP to get good planning and design outcomes and manage impacts. DCPs can describe the character of an area to be protected, how much sunlight needs to be retained to a neighbour, how late a night-time business may open, or where on a site a building should be located. DCPs must be consistent with LEPs and SEPPs and are to be applied with some flexibility by the Act.

Development applications (DAs) – DAs are assessed against SEPPs, LEPs and DCPs and determined by a range of authorities, including council officers under delegation, local and district planning panels and the Minister, depending on the type of development.

The City will use the NSW planning system to achieve and implement open, accountable and strategic planning as described in the Priority G1 of this planning statement.

Figure 4: NSW planning system



Strategic context

Profile and defining characteristics

Total residential population
(2018)

240,200



Dwellings
(2016)

110,800



Workers
(2017)

501,000

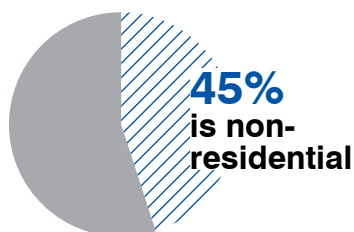


Visitors and
students

615,000

Internal floor space

**38 million
square metres**



Economic activity (GDP)(2017/18)

\$130 billion



Night-time economy

**\$4 billion
per year**



Business
establishments

23,500



**4.5 million
hotel visitors**

Estimated spend

>\$6.5 billion

Attendance at:
community
facilities,
programs and
events (2017)

809,600



Budget for building and construction projects
from 2017 to 2027

\$1.6 billion



Cost of Green Square
community facilities

**\$450
million**

Private sector development
approved in past decade

\$25 billion

PricewaterhouseCoopers
global ranking (2016)

**Cities of
Opportunity
No.10**
of 30 world cities

Canopy cover
(2019)

18.1%



Greenhouse gas
emissions
(tonnes CO²-E)

4,695,786



Rise in average
temperatures
(by 2070)

+3.1°



Figure 5: City of Sydney LGA
Source: Nearmap



Our city

The City of Sydney is the sixth-largest local government area in metropolitan Sydney with a residential population of over 240,000 people. The city is also home to Australia's largest working population, with more than 500,000 people working in the area every day.

The City's population is growing quickly. In the five years to 2018, annual growth averaged 4.1 per cent, compared to 1.9 per cent for Greater Sydney as a whole. This represents an average of 8,782 new residents per year, compared to 4,667 per year in the previous five years.

Our residents display a demographic profile that is distinctly different from the Eastern City District and the Greater Sydney area, reflecting the City's unique social, economic and cultural role.

Our residents come from all walks of life and we are one of the most culturally diverse areas in Australia with 54.9 per cent of us born overseas and 41.3 per cent of us speaking a language other than English at home.

Our local area is home to one of Sydney's largest communities of Aboriginal and Torres Strait Islander peoples, representing 1.6 per cent of the total residents in the city in 2016. The number of Indigenous peoples in the city increased by 16 per cent between 2011 and 2016.

Around 30,000 dwellings have been built over the past decade, representing almost 38 per cent of the homes built in the Eastern City District, and over 10 per cent in the Greater Sydney Region. Most of this growth in housing was provided as apartments in the City's major urban renewal sites such as Green Square, Central Park, Harold Park and the Ashmore Precinct, which continue to evolve as vibrant, diverse and sustainable communities.

The resident population growth has been matched in growth in the worker population and jobs. Between 2007 and 2017, the number of persons employed by businesses in the local area increased by 30 per cent from 384,981 to 501,786, signalling a strong period of economic activity, particularly in Central Sydney where almost 65 per cent of this growth occurred.

Visitor numbers have also continued to increase, growing by approximately 14 per cent in the last 5 years to 660,000 visitors per day in 2018.

Table 1: Selected demographic profile of the City of Sydney compared to Greater Sydney

Our residents	City of Sydney	Greater Sydney
Aged 25–34	33.0%	16.1%
Aged over 50	20.7%	31.1%
Enrolled in higher education	19.3%	8.6%
Lone person households	37.5%	21.6%
Families with children	14.4%	48.4%

Source: Australian Bureau of Statistics Census of Population and Housing 2016

Aboriginal heritage

Aboriginal people have an unbroken and ongoing connection with the city. Gadigal culture and connection to this land dates back tens of thousands of years. As the town of Sydney developed into a city, the Gadigal were joined by other Aboriginal people from across the country, to live, work, and forge relationships within the urban Aboriginal community.

Archaeological or historical evidence of Aboriginal life has survived two centuries of urban development in Sydney, typically in the form of stone artefacts, campsites and middens uncovered during major excavations for developments. It is likely that more discoveries will be made through the continual redevelopment of the city. Aboriginal and Torres Strait Islander heritage informs the story of Sydney, as importantly as our European heritage. In many ways, it requires careful management and celebration, for it is not as obvious, remembered or known.

The City's Eora Journey, a cultural and economic project, celebrates the living cultures and heritage of Aboriginal and Torres Strait Islander communities in Sydney through recognition underpinned by economic opportunities. The four pillars of the Eora Journey are recognition in the public domain through major public art projects, a significant Aboriginal cultural event, a local Aboriginal knowledge and culture centre, and the Eora Journey development plan which aims to work with Aboriginal and Torres Strait Islander communities and business to achieve economic prosperity.

City heritage

The City of Sydney area has many layers of history and culture from all periods of Australia's history through Sydney's surviving historic buildings and landscapes. Buildings and landscapes from our distant and recent past tell Sydney's story and contribute to the city's character, liveability and culture. To protect our historic buildings and landscapes, the City has listed approximately 2,200 heritage items and 75 conservation areas, which cover approximately 10 square kilometres (38 per cent) of our local area. The City also contains buildings and precincts of state, national and world heritage significance, listed separately under state and national frameworks.

The city's heritage conservation areas house diverse living and working communities with strong and unique urban characteristics. They are the home for approximately 84,000 people and provide workplaces for almost 60,000 people. Places like Potts Point–Woolloomooloo, Darlinghurst, Surry Hills, Redfern–Chippendale and Glebe–Forest Lodge are among the 10 most populous areas in Greater Sydney and consist predominantly of conservation areas which are some of the most historic neighbourhoods in Sydney.

In addition to their intrinsic heritage values, the City's conservation areas play a critical role in continuing to offer diverse housing options, and ensuring the existing stock of medium-density housing in our heritage conservation areas is retained. Most of the city's local centres and high streets are heritage areas and the unique heritage character is a strong focus for local communities.



City villages

The City of Sydney is made up of 10 villages, reflecting the historic growth of Sydney. Each has its own character and contributes to the wide diversity of housing, jobs, services and recreation available to residents. The village areas typically have a centre or high street which provides services, fresh food, entertainment options and infrastructure for the community within a 5 to 10-minute walk for most people.

CBD and Harbour village covers Central Sydney north of Bathurst Street, and is known for Circular Quay and the Sydney Opera House, Martin Place, key institutions of the NSW Government, and a cluster of very tall buildings with a broad mix of uses including offices, retail, hotels, entertainment and night-life. It is home for people who live in residential buildings and in historic residential suburbs. The village offers workers and residents open space in the form of the Royal Botanic Gardens, the Domain and Hyde Park. It is well connected to Greater Sydney as the centre of a radial network of suburban train lines.

Chinatown and CBD South village covers Central Sydney south of Bathurst Street as far as Central Station. It includes the southern Central Sydney blocks of Liverpool Street, Goulburn Street and Railway Square, as well as Chinatown, Haymarket and Darling Harbour. The village includes major tourism destinations, bustling retail and entertainment uses and a cluster of hotels and backpacker hostels, making this a diverse and vibrant village.

Crown and Baptist Streets village is on Central Sydney's south-eastern fringe, known for the historic terraces and cottages of Surry Hills and eastern Redfern in a distinctive low-rise, high-density development pattern. It is also home to a strong creative and business services sector, benefiting from its proximity to Central Sydney and comparatively affordable rents.

Harris Street village is on the western fringe, encompassing the inner city suburbs of Ultimo and Pyrmont. The village is host to the regional headquarters of the broadcasting, publishing, media and technology sectors, as well as major educational institutions and tourism attractions. The village's extensive foreshore has been progressively opened up over time with new parks and waterside boardwalks, along with new residential and retail development.

Macleay Street and Woolloomooloo village is located on the eastern edge of Central Sydney. It is home to many important heritage buildings and conservation areas, with historic high-density, low-rise terraces in the west and high-rise apartment buildings in the east. The village hosts popular bars and eateries, and a strong professional and business services sector.

Oxford Street village covers Darlinghurst, Paddington and Moore Park. The village is well known for its historic residential neighbourhoods with low-rise, high-density terraces and its prominent night-life, bars, restaurants and cafes. It is also home to a major health and education cluster, and like the Crown and Baptist Streets village, Oxford Street has a strong creative sector. Moore Park serves as an entertainment precinct and a crucial open space for the village.

Glebe Point Road village is known for historic Glebe and the local shopping street of Glebe Point Road. The village features extensive parklands and new high-density residential development along the former industrial foreshore areas. It is strongly influenced by the presence of the University of Sydney with a high student population and a cluster of creative, professional, research and technology businesses.

King Street village covers the inner city suburbs of Newtown and Erskineville and includes a major health and education precinct, low-rise terraces and cottages in historic neighbourhoods, the well-known shopping and retail strip of King Street, Sydney Park and a large urban renewal area. It has seen development of new apartments and student accommodation, as well as new education and health facilities.

Green Square and City South village is the City's largest village, and encompasses the bustling, high-density urban renewal area of Green Square, the quieter residential streets of Rosebery, and the enterprise and urban services precincts in Alexandria and Rosebery. Green Square has seen rapid population growth, and is becoming the strategic centre of South Sydney centred on the train station, public square, library and future commercial and retail precinct. Urban services located in the once extensive industrial areas are evolving with new data centres, online retail distribution centres and creative manufacturing.

Redfern Street village includes city fringe suburbs south of Central Sydney, and is home to a creative, education, high technology and research industry cluster. Its historic residential areas are interspersed by new high-density residential and retail developments. The future delivery of a metro station is set to rapidly transform parts of the village, including the social housing estate at Waterloo.



Harris Street village



Macleay Street and Woolloomooloo village



Glebe Point Road village



Oxford Street village



CBD and Harbour village



Chinatown and CBD South village



King Street village



Crown and Baptist Streets village

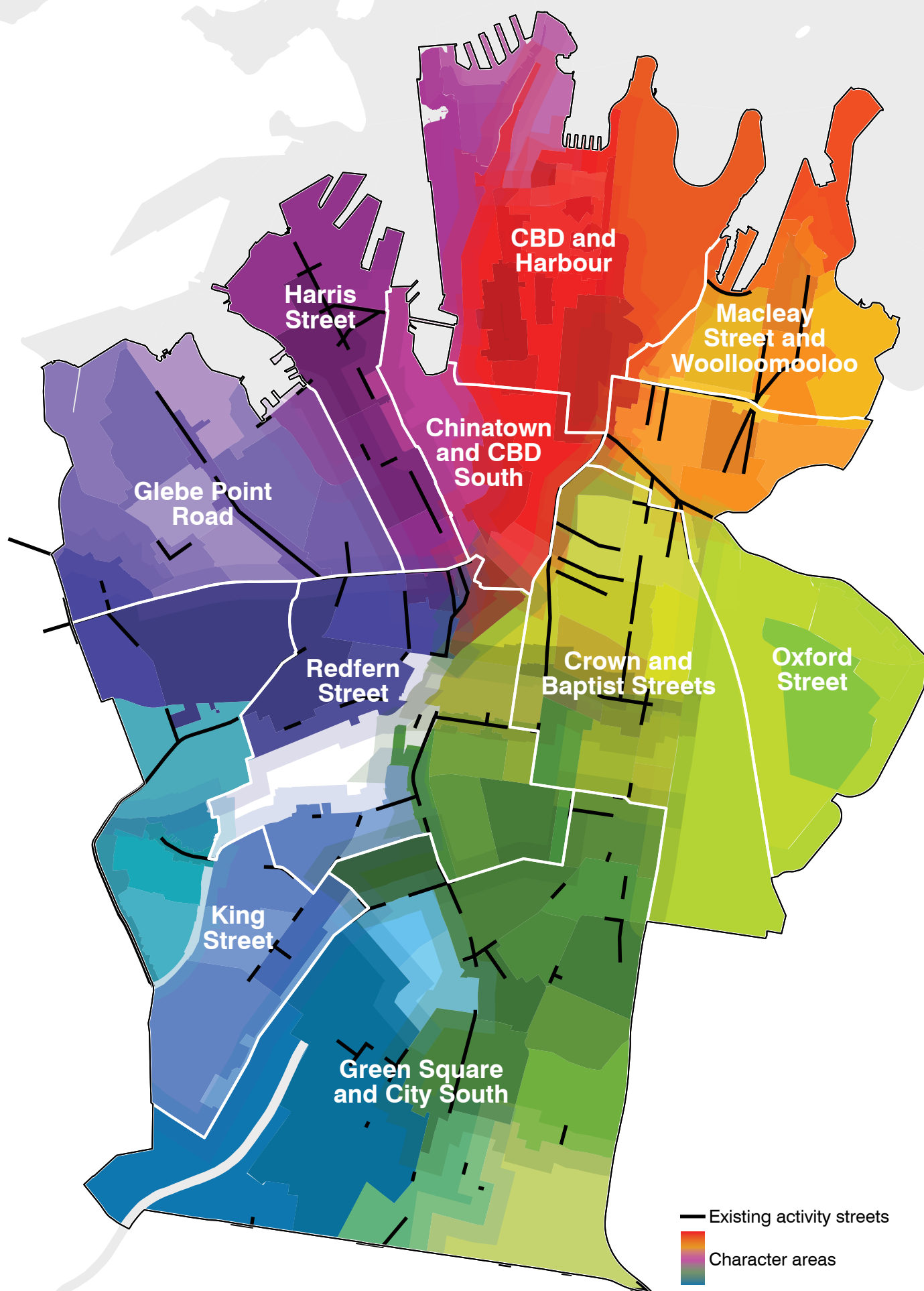


Green Square and City South village



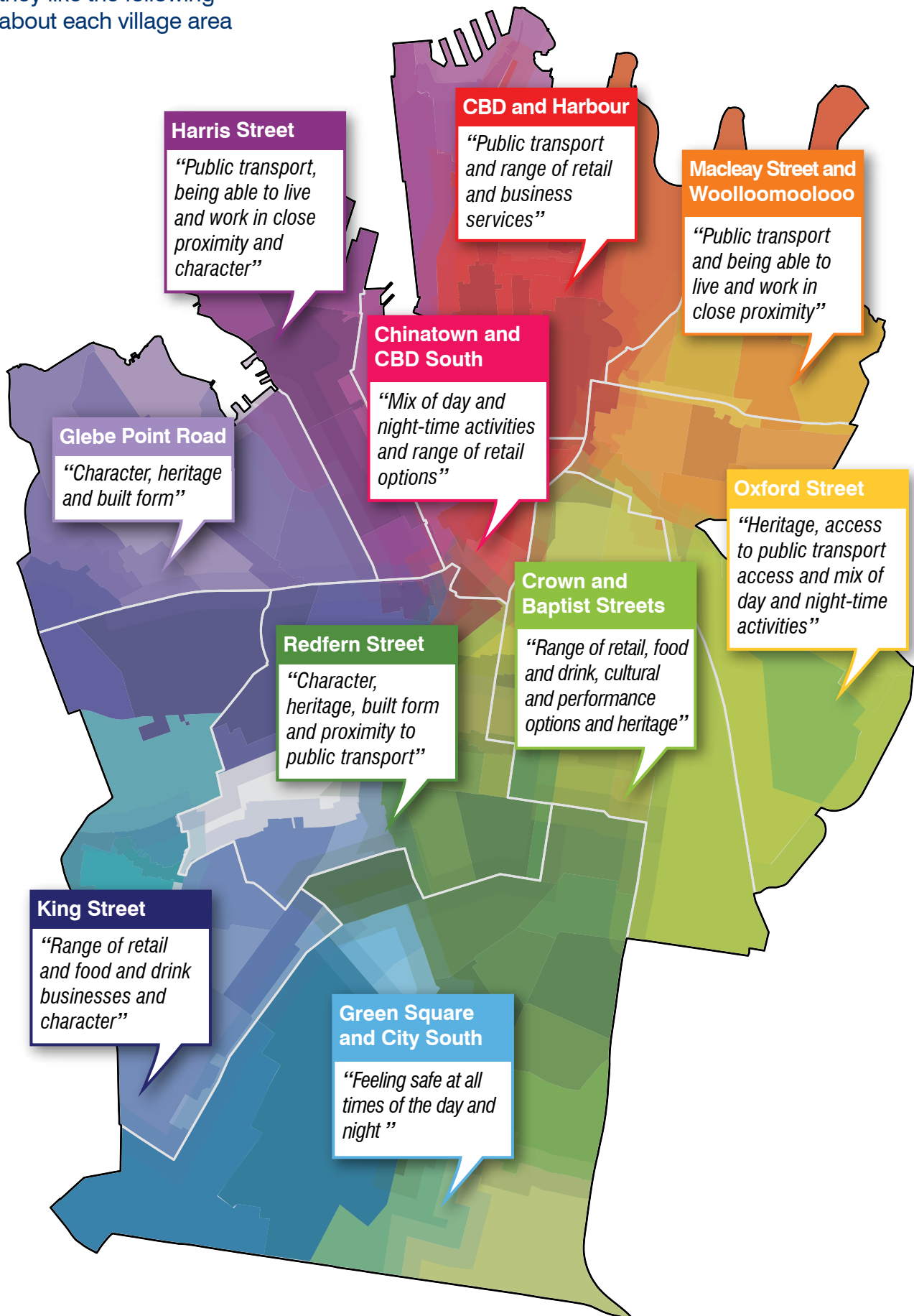
Redfern Street village

Figure 6: Character and activity streets





The community told us they like the following about each village area



City centres

The pattern of development in Sydney has historically been first along ridge lines. This is generally the location of the City's main activity 'high streets'. These centres have a wide variety of services such as fresh food and other groceries; social and recreational uses like cafes, restaurants, takeaway food, bars, pubs and other night-time and cultural venues (found in many forms); primary and allied health services like General Practitioners, chemists and physiotherapists; banks; and post and parcel offices. These activity streets form the backbone of neighbourhoods, link the community to services and provide a link between neighbourhoods.

Our villages comprise a number of small, local and distinct neighbourhoods. These neighbourhoods are served by a network of 'active streets' that play an important role in supporting and sustaining both the surrounding and wider community and shape the character of each village. Centres provide places of recreation and social connection which are vital for social and mental wellbeing. Inclusive and accessible public spaces, are one of the foundations of a liveable community.

The active streets, within and between the local centres, connect communities and the wider village. Through the co-location of goods, services and facilities, they play a vital role in creating walkable and convenient neighbourhoods.

Vital aspects of these local centres are their convenience and vibrancy. Busy local centres contribute to the local economy and foster more connected and inclusive communities through the facilities and services they provide. The distinct character of a centre acts as a focus for the local community's identity. The pivotal role centres play in supporting communities means that new housing within the city will be prioritised within walking distance of the activities, goods and services located within these centres.

In addition to already established and identifiable centres, the City has a number of emerging or potential centres which are evolving. These may evolve through demand from the nearby residential neighbourhood, or through the availability of appropriate land use zoning which enables shops that provide retail or public services to move into the area.

City culture

We aim for a liveable city with a high quality of life and wellbeing for diverse communities. Great places and spaces encourage the participation of people of all ages, abilities and identities, and enable the cultural life of the city to flourish and foster a sense of inclusion and belonging. The City's approach to the social and cultural life of its communities is guided by A City for All: Towards a socially just and resilient Sydney, Social Sustainability Policy & Action Plan 2018–2028 and Creative City: Cultural Policy and Action Plan 2014–2024.

The loss of cultural spaces threatens the long-term liveability of our city. Our research found that, between 2007 and 2017, we lost 70,000 square metres of floor space used for creative purposes. The creative industries are key drivers of innovation, have proven themselves highly resilient to automation, and will be vital to our future economy. Yet the portion of the workforce employed in cultural industries in the Sydney local government area has fallen from 8.43 per cent in 2007 to 6.64 per cent in 2018. Areas like cultural manufacturing have been reduced by more than a third, with the loss of industrial lands having significant impacts on cultural production. A growing body of research suggests we are losing cultural industries not because of market forces, but because we no longer have adequate employment land to maintain them.

The City is already a significant investor in the cultural sector through our grants and events, and increasingly through the provision of space. This includes around 50 tenancies in more than 20 buildings for creative tenancies including live/work spaces. At the time of the last audit, in December 2017, these spaces housed 140 micro-businesses and over 1,350 creative workers. The City also owns and operates four theatres, including the Hayes Theatre, City Recital Hall, Capitol Theatre and the Eternity Playhouse.

An independent assessment of the City's Creative Spaces program by the University of Tasmania identified benefits to the wider community worth \$17.70 for every \$1 we have invested in the program. These benefits are not exclusive to the City, but are returned to individuals, businesses and government at all levels.

The City is delivering new cultural infrastructure in Central Sydney and throughout the city in coming years. The City takes a major planning and advocacy role to deliver improved cultural infrastructure in Sydney and we partner in the development and operation of cultural spaces.

City infrastructure

The community has access to a range of facilities and services to support health and wellbeing and enable a vibrant social and cultural life. The City provides local infrastructure such as libraries, parks, pools, sporting facilities and community centres. Other public facilities and services such as education, hospitals and emergency services are provided by the NSW Government.

The City's 2019/20 Operational Plan includes a 10-year capital works program allocating \$1.66 billion for new infrastructure in the City. Significant works include \$232 million for Green Square projects (including a new aquatic facility, community facility, open space, streets and drainage), \$30 million for landscaping (including tree planting and vegetation improvements) and \$21.3 million towards child care centres.

The \$1.66 billion in infrastructure projects includes around \$790 million allocated over the next 10 years for the renewal and upgrade of existing infrastructure including \$136 million for roads and footways, \$188 million for open space and \$105 for community and cultural facilities.

Of the \$1.66 billion allocated, approximately 25 per cent or \$400 million of the capital works program, is likely to be funded through development contributions plans. Extending across and beyond the 10 year capital works program period, the City of Sydney Development Contributions Plan (2015) is expected to collect \$794 million to be spent on open space (\$505 million), community facilities (\$107 million), traffic and transport (\$130 million) and stormwater and drainage projects (\$50 million).

The Central Sydney Development Contributions Plan (2013), which has collected around \$91 million since 2013, is also forecast to collect a further \$180 million (subject to development take-up rates) for infrastructure projects over the next 10 years including upgrades associated with the light rail line, parks improvements and extension of the cycleway network. Additional infrastructure projects worth several hundred million dollars are also expected to be delivered through the community floor space scheme and planning agreements.

The Operational Plan identifies that in the past few years the City has spent over \$120m on additional infrastructure and we project that from 2019/20 until 2028/29 we will spend \$495m on further additional infrastructure.

Programmed major works include green infrastructure (\$30m), child care centres (\$21m), Chinatown public domain works (\$15m) and \$180m on varied works at Green Square.

Table 2: 10 year capital works program additional infrastructure (2019/20 – 2028/29)

Additional Infrastructure	Previous years	Expenditure (over 10 years)
Cycleways and bike-related infrastructure	\$26.4m	\$99.2m
Community, Cultural and Recreation Facilities	\$40.8m	\$95m
Open Space and parks	\$39.1m	\$143.1m
Public Art	\$9.9m	\$8.2m
Public Domain	\$1.6m	\$99.8m
Stormwater Drainage	\$3.5m	\$50.5
Total expenditure	\$121.3m	\$495.8m

Table 3: Significant Infrastructure Projects programmed for expenditure (2019/20 – 2028/29)

Project	Previous years	Expenditure (over 10 years)
Barangaroo Integration and Harbour Village North	\$5.6m	\$20.8m
Child care centres	\$18.5m	\$21.3m
Chinatown Public Domain improvements	\$8.0m	\$14.9m
Erskineville Trunk Drainage	\$0.7m	\$3.3m
Green infrastructure	\$34.8m	\$30.1m
Green Square Aquatic centre and Gunyama Park	\$52.9m	\$50.3m
Green Square Community facilities and open space	\$41.5m	\$59.9m
Green Square streets and drainage	\$137.9m	\$121.7m
Johnstons Canal Master Plan & Harold Park Works	\$18.7m	\$7.8m
Light rail related streetscape works	\$178.9m	
Total expenditure	\$497.5m	\$330.1m

City economy

Sydney is recognised as Australia's global city and the leading knowledge-based economy in the nation. Our council area generated more than \$130 billion of economic activity (GRP) in 2017/18. This represents over 7 per cent of Australia's economy; one third of metropolitan Sydney's and over 22 per cent of the NSW economy. We accommodate over 500,000 jobs across skills and industries, which contribute to the diverse socio-economic character and function of Greater Sydney and NSW.

The Greater Sydney Commission has identified two centres in the city: the Harbour CBD, which is the metropolitan centre of the Eastern City District comprising Central Sydney and the surrounding mixed business precincts of City Fringe, and the Green Square-Mascot Strategic Centre.

Greater Sydney has a number of growing business districts including Central Sydney, North Sydney, Olympic Park, Parramatta, Westmead and Macquarie Park. They each have unique characteristics and a distinct role in the Region's economic ecosystem. In the context of these other business districts, Central Sydney continues to be Australia's global gateway and pre-eminent commercial hub, generating over \$90 billion of economic activity (as at 2017/18), specialising in finance, professional and technical services and information media.

Our local area had a gross value added (GVA) of 121 million per hour worked in 2018, an increase of 13 per cent since 2011. GVA is an economic measure used to describe gross productivity by industry in an area. The city's GVA per hour worked has remained consistently higher and has grown faster than that of Greater Sydney, which grew by 8 per cent to 95 million per hour worked between 2011 and 2018. This is largely driven by industries in the financial, real estate and administrative services sectors with a higher GVA per hour worked than the average across all industries in Greater Sydney. These industries are primarily concentrated in the CBD and Harbour village and Chinatown and CBD South village, making the GVA per hour worked in these two village areas higher than that of Greater Sydney, at 127 million and 96 million respectively in 2018.

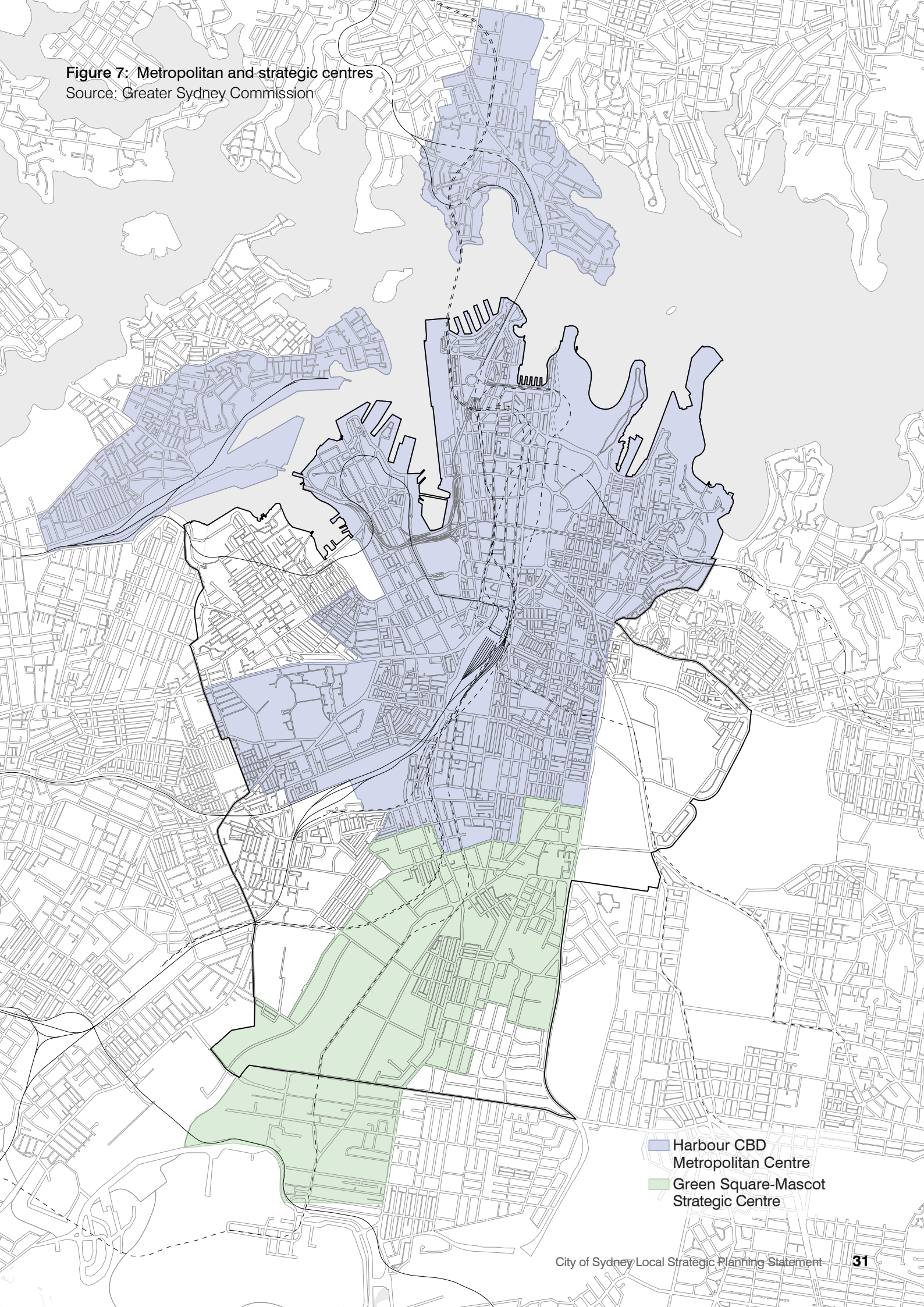
Between 2007 and 2017, employment in our local area increased by 30 per cent, while employment floor space increased by 7.8 per cent. This is driven by significant investments in transport and our local economy's continued move towards specialisation and clustering in knowledge-intensive services and industries and the contemporary workplace.

Most of this growth occurred within Central Sydney with an increase of nearly 76,500 workers over the last 10 years. The majority of this growth was through intensification, with work-space ratios in CBD and Harbour on average reducing from 27.7 square metres to 23.5 square metres per worker over the last 10 years, with further intensification of the space used still possible. Over 340,000 people come to work in Central Sydney every day, with around 30 per cent based in the financial services sector and nearly 25 per cent in the professional and business services sector.

Within the City Fringe area, which covers the areas within the Harbour CBD outside of Central Sydney, the continued emergence of specialised industry clusters has enabled continued economic and employment growth through clustering and agglomeration. Areas within City Fringe accommodate approximately 127,000 workers and over 7,500 businesses. This is largely driven by knowledge-intensive industries including professional services, education and training, health services and information media in the Innovation Corridor and the Camperdown-Ultimo health and education precinct and creative industries and arts clusters in the Eastern Creative Precinct.

The Southern Enterprise Area consists of businesses, industries and urban services strategically located between Central Sydney and the international gateways including Sydney Airport and Port Botany. It contains 70 per cent of the manufacturing sector floor space, 46 per cent of floor space related to the motor vehicle industry and 18 per cent of the transport and logistics sector floor space within the council area. However, this area experienced a 7.8 per cent decline in jobs between 2012 and 2017, largely driven by the conversion of floor space from employment to residential in the Green Square Urban Renewal Area with a 1.8 per cent decrease in employment floor space in that period.

Figure 7: Metropolitan and strategic centres
Source: Greater Sydney Commission



Harbour CBD
Metropolitan Centre
Green Square-Mascot
Strategic Centre

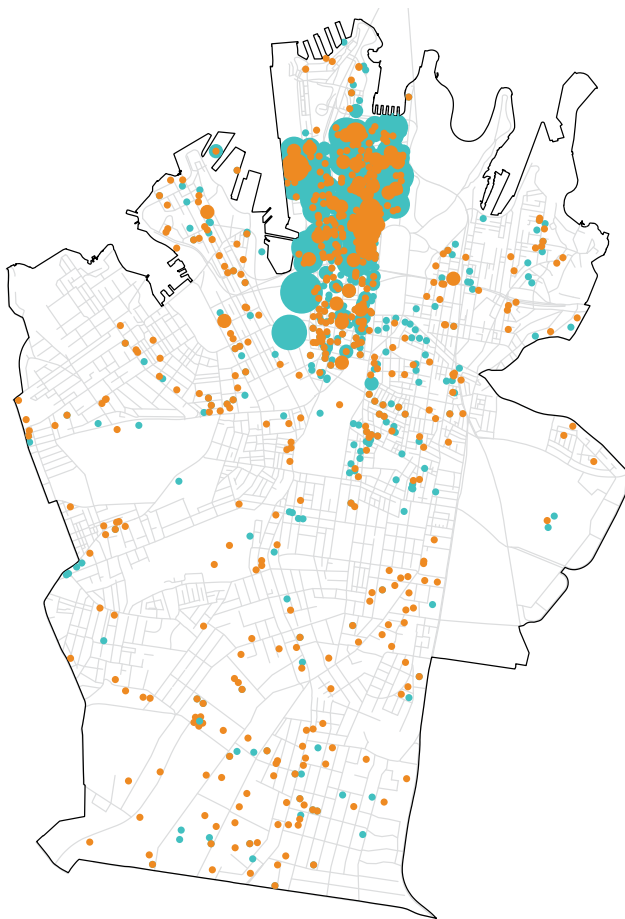


Figure 8: Finance and property services clusters

- Financial services jobs
- Property services jobs

Source: City of Sydney, 2017

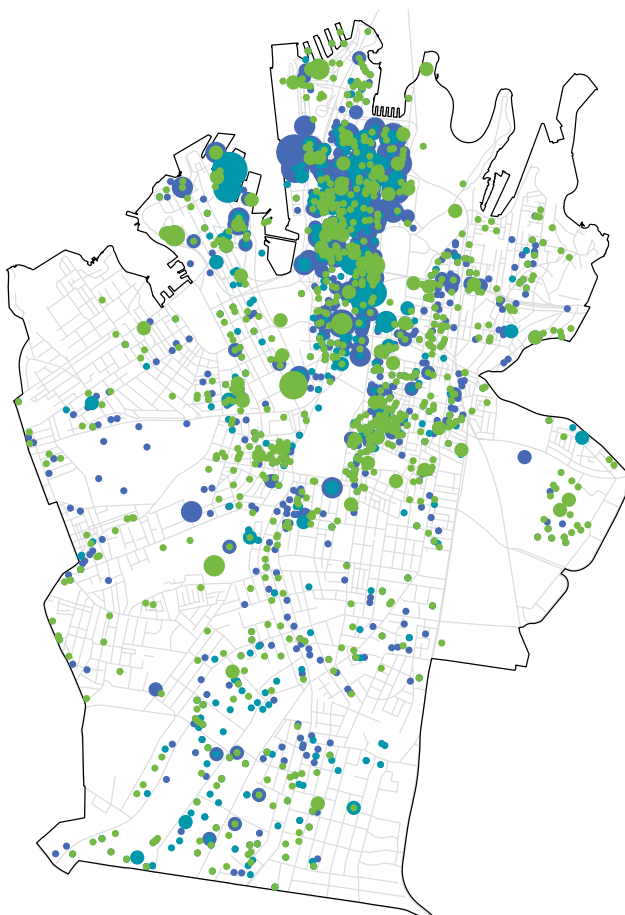


Figure 9: Professional services, information media and creative clusters

- Creative industries jobs
- Information media jobs
- Professional services jobs

Source: City of Sydney, 2017

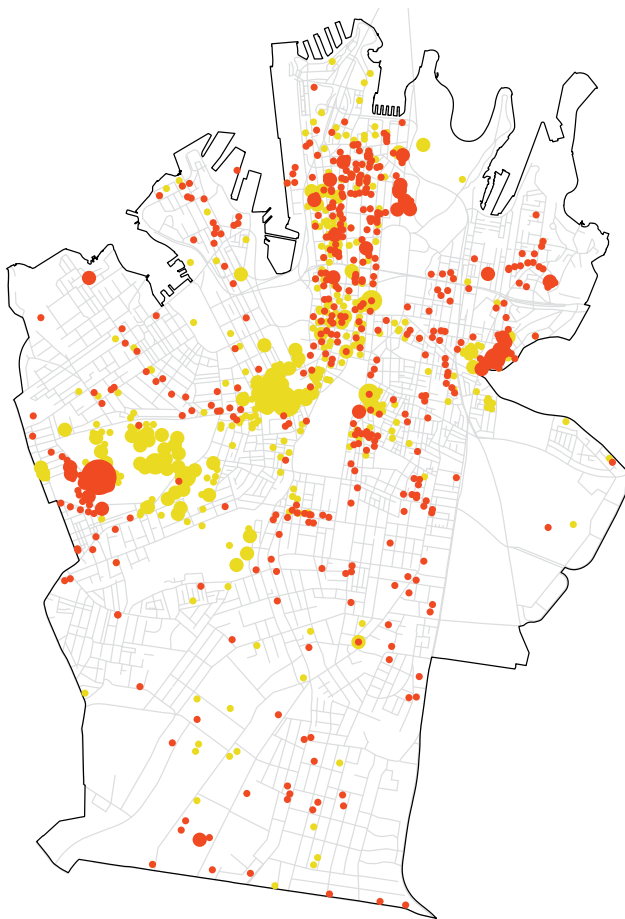


Figure 10: Health and education clusters

- Health services jobs
- Higher education jobs

Source: City of Sydney, 2017

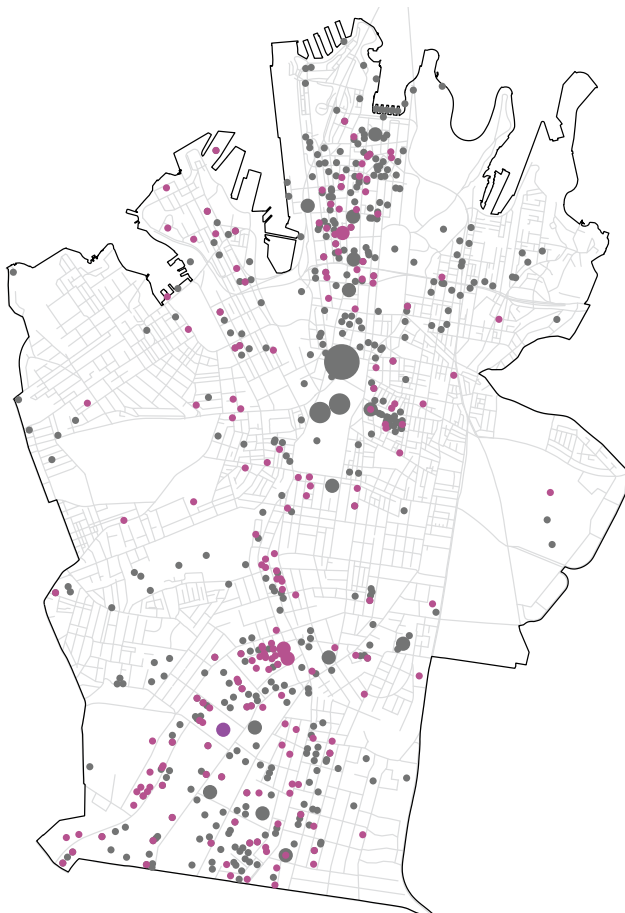


Figure 11: Transport and manufacturing clusters

- Transport and logistics jobs
- Manufacturing jobs

Source: City of Sydney, 2017

Night-time and visitor economy

Sydney is Australia's primary international gateway and most visited city with the country's largest night time economy. In 2018, the city had close to 20 per cent of hotel rooms across all major cities in Australia and received close to 45 per cent of all international visitors and 480,000 day visitors. Both the visitor and night-time economy make a significant contribution to our local area's economy, generating up to \$11 billion in both direct expenditure and economic benefits across a range of businesses, sectors and communities. Both support the city's global standing in terms of liveability and productivity by providing a diverse social and cultural offering for residents, visitors and workers of all ages. The City's commitment to continue to be both a liveable and productive city calls for us to balance priorities to enable the continued growth of the night time and visitor economy, while maintaining a high standard of facilities and services and a wide range of options for residents, businesses, workers and visitors.

City renewal

Most of the growth in housing has been provided as apartments in the City's major urban renewal sites such as Green Square, Central Park, Harold Park and the Ashmore Precinct which continue to evolve as vibrant, diverse and sustainable communities. The City's urban renewal areas will continue to provide opportunities for housing to 2036.

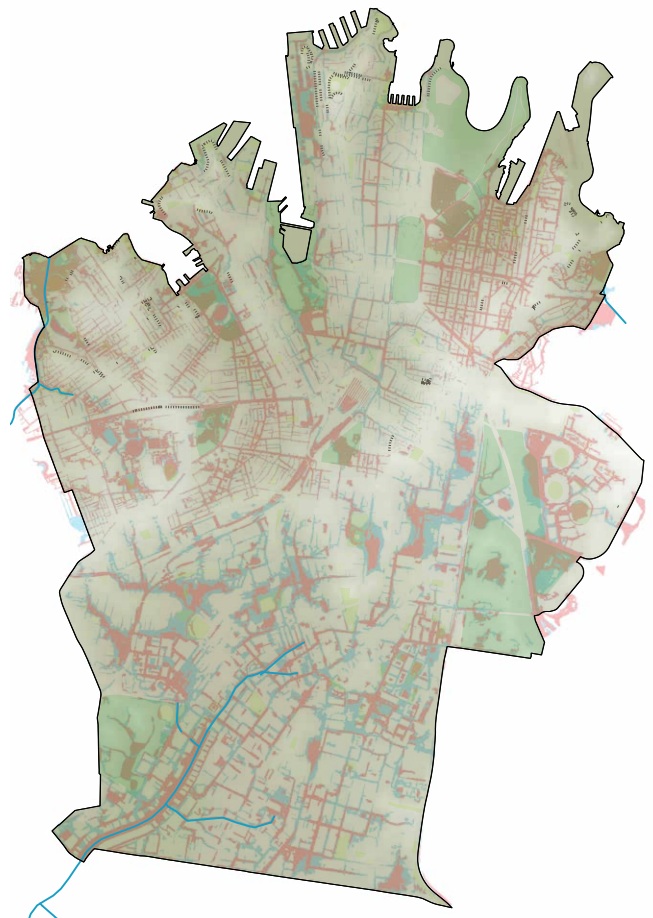
In total, approximately 296 hectares or more than 10 per cent of the LGA is currently subject to state planning controls. This is either NSW Government-owned land or the development proposed has been identified as a State Significant Development (SSD) or State Significant Precinct (SSP). Some notable potential State Significant Precincts in the city include the Waterloo Metro Quarter, Waterloo Estate, The Bays Precinct and Elizabeth Street, part of the Redfern Estate. The City continues to advocate for good urban development outcomes on these sites. Figure 81 shows the geographical spread of sites within the City of Sydney that fall under state planning controls and which are expected to deliver housing. Such sites are concentrated in Central Sydney and Redfern-Waterloo.

City environment

Sydney has a complex system of geography, hydrology and ecology. The unique landform is made of an undulating terrain of ridges, valleys and cliffs. There is a complex system of creeks, waterways and flood paths leading to the protected harbour. Natural and human-made waterways of concrete channels define the city's urban structure through a layout of streets, blocks and parks. Both natural and human-made water systems impact on flooding within the city. Green open space is a significant natural asset to the city as it grows; it is generally located in low-lying lands adjacent to water sources, assisting in the management of localised flooding.

Figure 12: Geography and hydrology

Source: City of Sydney



Changing climate

Changing climate will continue to create serious risks for our wellbeing, environment, infrastructure and economy, causing us to adapt and be more resilient. The City believes climate change should be treated as a national emergency. Sydney will experience hotter days, with a projected increase of about 3.1°C by 2070 with the hottest days becoming hotter, more frequent and lasting longer. The city will continue to experience variable rainfall with wet and dry periods, increased bushfire risk in the region contributing to air pollution, and a long-term risk of sea level rise. These are long-term trends that need long term management.

Urban bushland, biodiversity and canopy cover

Sydney's landscape has changed dramatically since the Gadigal of the Eora Nation cared for and sustained these lands. Today, the city's urban landscape mainly consists of residential, commercial and industrial land uses which have caused almost all of the original vegetation and other natural features of the landscape to be removed or modified.

The City's Greening Sydney Plan seeks to increase urban bushland, green open spaces and canopy cover. This is critical for connecting habitats to protect and restore biodiversity and help species thrive. A greener city also helps clean the air and water, reduces heat, improves health and wellbeing and makes the city more beautiful and appealing.

Waterways and foreshores

The local area is bound to the north and west by Sydney Harbour, which defines the character of this city and is an important recreational and cultural place. The waterways include Alexandria and Johnsons Creek Canals. Smaller waterways include Rushcutters Canal (formerly Rushcutters Creek), Munni Channel (formerly Sheas Creek), and Tank Stream. There are also remnants of smaller creeks throughout the city such as Lake Northam, a remnant of Blackwattle Creek, and Yurong Creek in Woolloomooloo which is now a stormwater pipe entering Garden Island Cove.

The waterways often flow down to harbour bays through foreshore parks on reclaimed land. Most of the waterways have been predominantly altered from their natural state, either being fully channelised or hard edged with concrete. Water and waterways continue to shape the city's urban form from the irregular street pattern of historic suburbs to flood management in the renewal of former industrial areas.

Energy, water and waste

Energy use in buildings makes the largest contribution to greenhouse gas emissions in the city. Commercial office, hotels and apartments' combined use makes up about 68 per cent of all energy used in buildings. While developments could counteract this by producing their own renewable energy, the amount of renewable energy that buildings in the city can produce is limited due to the city's density.

The City's Environmental Action 2016–2021: Strategy and Action Plan projects that water demand will rise by 30 per cent to 2030 from the 2006 baseline. Water is important in delivering the community's need for a green city of trees and parks that provides comfort and manages the effects of increasing heat.

In the City, waste is generated in homes, at work places, at its venues and events and during construction of new buildings and infrastructure. This creates more than 5,500 tonnes of waste every day and contributes approximately 9 per cent to the City's total greenhouse gas emissions.

Natural and urban hazards

The City's dense built environment makes it vulnerable to natural and urban hazards. Heatwaves, storms, drought and flash flooding are natural hazards that impact the city. Parts of the city could be impacted by a 1 in 100 year flood event. Urban hazards that impact the city include noise, air and water pollution and soil contamination. Some of the busy roads that contribute to air and noise pollution include Botany Road, Parramatta Road, South Dowling Street, Gardeners Road, Cleveland Street, City Road, William Street and Harris Street. The city contains contaminated land and waterways due to historical industrial land uses.

City movement

The pattern of streets and blocks follow the natural topography of the local area, starting with main streets located along ridge lines, the lines formed at the top of elevated areas, and historical tram routes. The city's public transport system of train, bus and light rail routes define movement and access in the council area. The City's Liveable Green Network is a system of key walking routes, aligned to connect attractors and transport anchors within and between neighbourhoods along walkable routes with high amenity. The Liveable Green Network provides cohesion between public and active transport networks.

Planned public transport projects, including the Sydney Metro and the expanded light rail network, will help address the city's and Greater Sydney's congestion challenges. But these are only part of the solution. There is still much to be done for us to be a walkable and connected city.

The city draws workers from across Greater Sydney, but the workforce is primarily from the inner and middle ring areas, particularly the eastern and northern suburbs. Over the previous decade to 2016, the inner west and inner south west have contributed an increasing proportion of our workers, reflecting population growth and demographic changes.

As Greater Sydney has grown, so too has the importance of public transport. Unlike travel in private vehicles, public transportation can move large crowds more efficiently. Our area generates intense demand for transportation with the majority of trips, especially longer trips, being by train. Buses meet about 20 per cent of the morning's peak travel demand and provide additional access to inner and middle ring suburbs that are not as well serviced by trains. Private vehicles account for around 14 per cent of the morning peak travel demand. This demand for moving vehicles must be balanced with how more people use and experience the city's streets.

When people arrive at Central Sydney, for the most part, they walk. Over 90 per cent of trips made within Central Sydney are by foot, but many footpaths are too narrow and waiting times at intersections are too long.

Cycling in the city also requires significantly improved infrastructure to encourage a continued shift to this form of transportation. The City is delivering infrastructure where it can but investment and support from the NSW Government is needed for regional improvements and safe cycle paths within the city.

The radial structure of metropolitan Sydney's transport network directs large volumes of passengers and vehicles through the city en route to other destinations. Approximately 67,000 journeys are through the city, the majority of which are travelling to and from work places in North Sydney, Chatswood and the Macquarie Park. These through-trips can place particular pressure on inbound rail services on the Western Line, which must cope with overlapping demand for Central Sydney and North Sydney destinations, leading to heavy loading between Central and Town Hall Station.

The introduction of the CBD and South East Light Rail, the Sydney City and Southwest Metro and Metro West, continued growth in active travel (on foot and bicycle) and a range of other transport initiatives, such as the managed growth of bus, ferry and light rail corridors, could accommodate additional workforce growth to 2030.

Figure 13: Restricted access vehicle map

Source: TfNSW

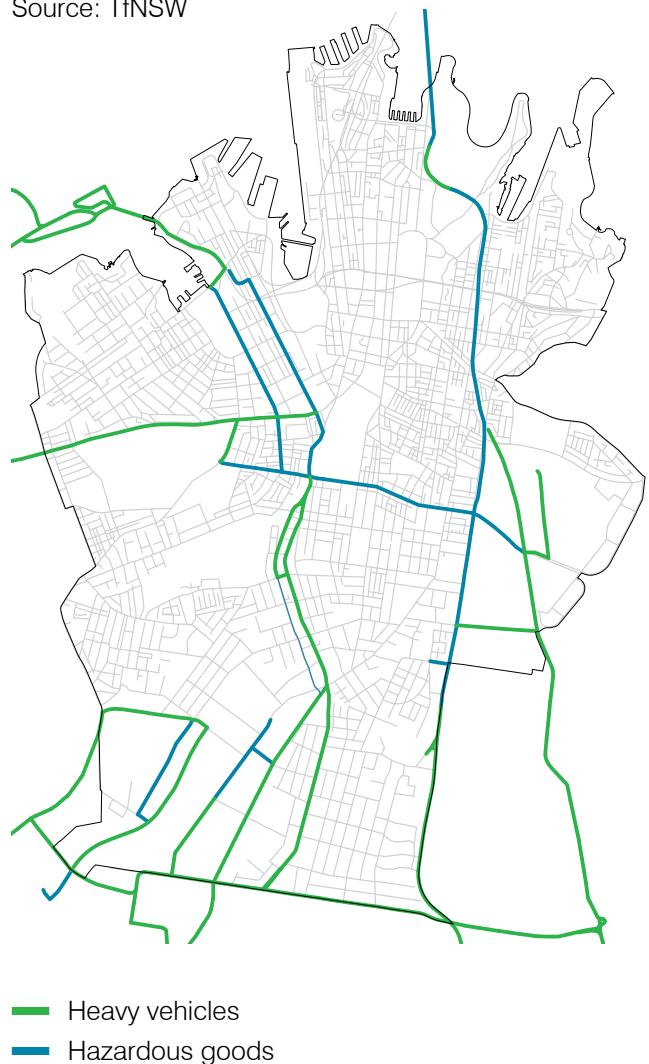
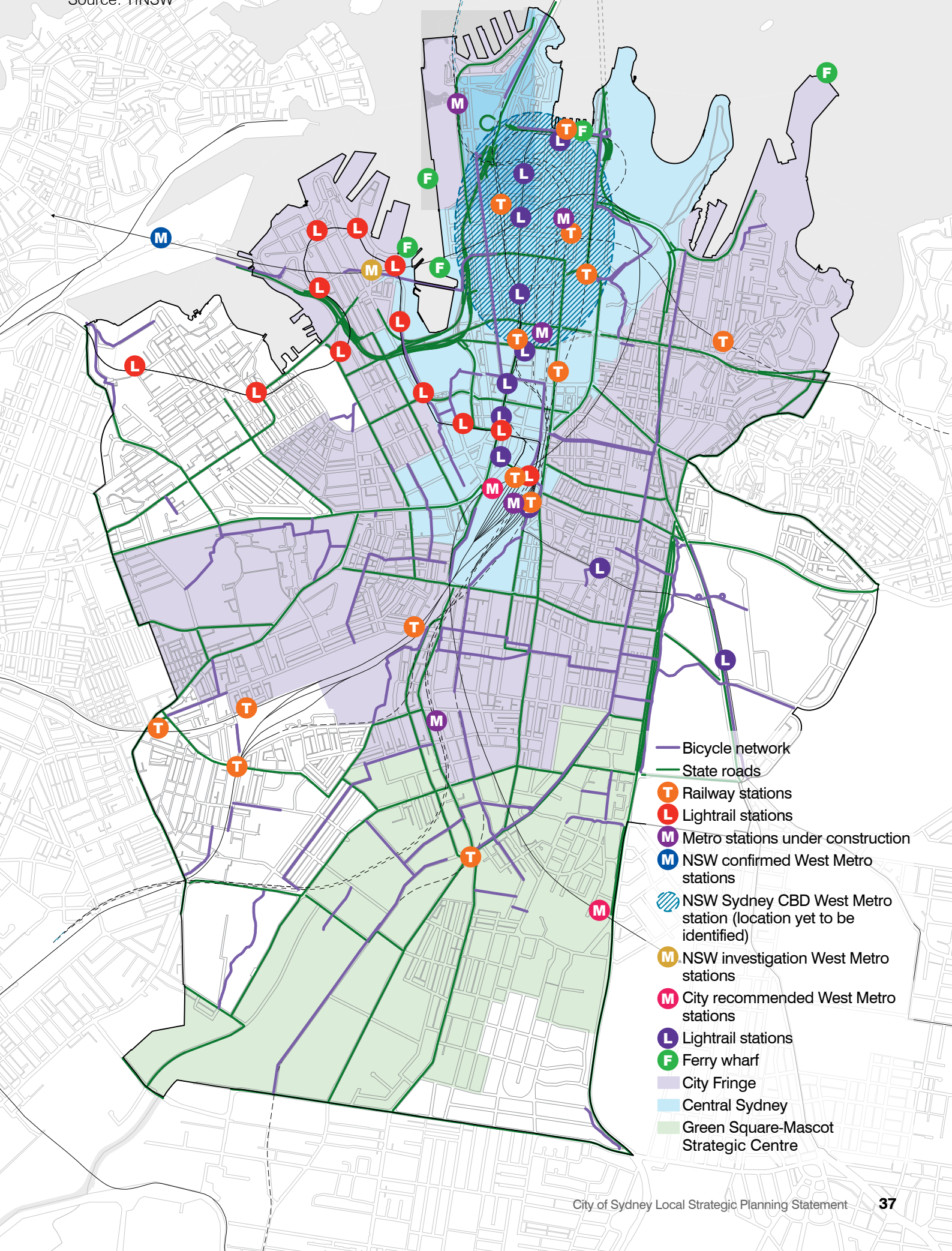


Figure 14: Existing and future transport network
Source: TfNSW



City challenges

Affordability

In the last decade, Sydney's liveability and productivity have been increasingly challenged by affordability issues. In 2016, over 13.2 per cent of people were living in housing stress, meaning more than 30 per cent of the gross household income (of a lower income household) went to rent or mortgage repayments. Housing stress is a particular problem for renters; the proportion of lower income households in housing stress has climbed to over 20 per cent (2016). The decline in housing affordability is detrimental to the socio-economic diversity which underpins the city's rich social fabric. Economic growth and social cohesion relies on opportunities to participate, which means that barriers like affordability – including of housing and workspaces – must be addressed.

However, housing affordability cannot be solved by local government alone and increasing the supply of market housing is not the only answer. Addressing the issue is complex, and requires the strong leadership of the Australian and NSW Governments to identify and implement solutions that directly target every group.

To address affordability issues, more affordable rental housing and social housing is also needed for lower income households. The City uses its planning powers to facilitate the delivery of affordable rental housing, including three existing affordable rental housing schemes in Ultimo and Pyrmont, Green Square and in the Southern Employment Lands.

In September 2018, Council approved a contribution scheme across the local government area that will apply to all land in addition to Green Square, Ultimo and Pyrmont and the Southern Employment Lands where schemes already exist. If approved by the NSW Government, it will require three percent of residential floor area and one percent of commercial floor area be provided as affordable rental housing.

The City also introduced preferential zoning for affordable rental housing on land zoned B7 – Business Park, where residential development is not otherwise permitted. This keeps land affordable for community housing providers and government who are seeking to purchase land in these areas to develop affordable rental housing.

The City uses planning agreements for affordable rental housing outcomes when changes are made to planning controls, for example at Harold Park in 2009 and Bay Street, Glebe in 2014.

In addition to using the planning framework, the City has materially supported the provision of affordable rental housing by contributing approximately \$24 million over the last 10 years. This has included grants to non-government organisations, as well as granting or selling land below value to community housing providers.

As at October 2018, the following affordable rental housing and diverse housing dwellings have been built or are projected to be built:

- 854 affordable housing dwellings, of which 685 are owned and managed by City West Housing
- 423 affordable rental housing dwellings in the pipeline, developments where a DA has been lodged, approved or the development is under construction
- 533 mooted affordable rental housing dwellings, developments of which the City is aware, but have not yet reached the development application stage
- 1,925 affordable rental housing dwellings projected under planning controls currently under consideration by the NSW Government
- 42 diverse housing dwellings, those dwellings built with a contribution from City's Affordable and Diverse Housing Fund.

Altogether 3,735 affordable rental housing dwellings and 42 diverse housing dwellings have been built or are being planned.

Affordability plays a crucial role in the city's economic performance and long-term ability to remain competitive in the global and national economy. It will shape how and where industry and sector growth will occur across the City's villages. Prioritising diverse and affordable workspaces in the right locations will cater to a diverse range of industry sectors and businesses.

Commercial and retail market rents remain higher in sought-after areas supporting key economic clusters, including financial, professional and business services and creative industries. Other industries that support these clusters, such as retail, tourist, cultural and leisure industries, are also threatened by a lack of affordability.

A lack of affordable space threatens opportunities for creative and innovative start-ups. The creative and cultural sector is one of our biggest single sources of employment and one of our most resilient economic drivers, yet we are losing the types of building stock required to support the sector.

Across all sectors and industries in our local area, a lack of affordability threatens the ability to attract skilled talent that drives high-value businesses and industries to be able to cluster and specialise.

Growing the economy

While the city has seen significant economic growth over the last 10 years, the recent housing boom has begun to constrain opportunities for commercially productive uses. This is a particular issue in the Harbour CBD (which covers economic areas such as Central Sydney, the Innovation Corridor, the Camperdown-Ultimo Health and Education precinct and local centres in City East).

Our long-term challenge is getting the balance right to accommodate the ongoing demand for housing, while supporting our unique economic contribution to the district, region and nation. As we face an increasingly competitive global landscape, we need to ensure the city offers diverse employment floor space, in the right locations, and at a range of price points, to ensure a vibrant, productive and competitive capital city.

Infrastructure and services for a growing city

The provision of infrastructure is essential for liveable and productive higher-density environments. People who live or work in denser neighbourhoods require more frequent access to public transport, walking and cycling infrastructure, and public open space and public places.

The timely delivery of appropriate infrastructure has been an ongoing challenge for the City, particularly in areas of high growth, such as in the Green Square Urban Renewal Area that grew from 9,105 to 24,947 residents (173 per cent) in the 10 years between 2006 and 2016¹. Major concerns have arisen with delays in the provision of critical state infrastructure needed to support growth, in particular, mass transit and schools.

Providing local infrastructure, such as community facilities, local parks and bike paths, is a challenge with existing funding models placing further strain on already stretched resources to 2036. Ensuring the delivery of appropriate infrastructure in a timely manner to support growth is a critical focus of this Planning Statement.

City movement

Our transport and access network is under considerable strain. Greater Sydney's bus and rail networks are now heavily used during peak times, with little spare capacity on most lines, and severe congestion on the bus network. Our streets have also reached capacity. Dominated by motor traffic, they rarely function as useable and inviting public spaces; they do little to enrich the human experience of the city at the street level.

As the city's daily population grows to 1.7 million people in 2036 and 2 million in 2050, it will only grow more challenging to provide space for people on our streets.

Without more investment in mass transit, in particular the corridor between Central Sydney and Green Square, significant capacity constraints in public transport place the liveability and productivity of our city at risk.

There is significant congestion on roads, buses and trains at peak times in and around Green Square. Peak-period bus services from Green Square to Central Sydney are generally overcrowded, congested and often operate slower than walking speeds along extended sections of their routes.

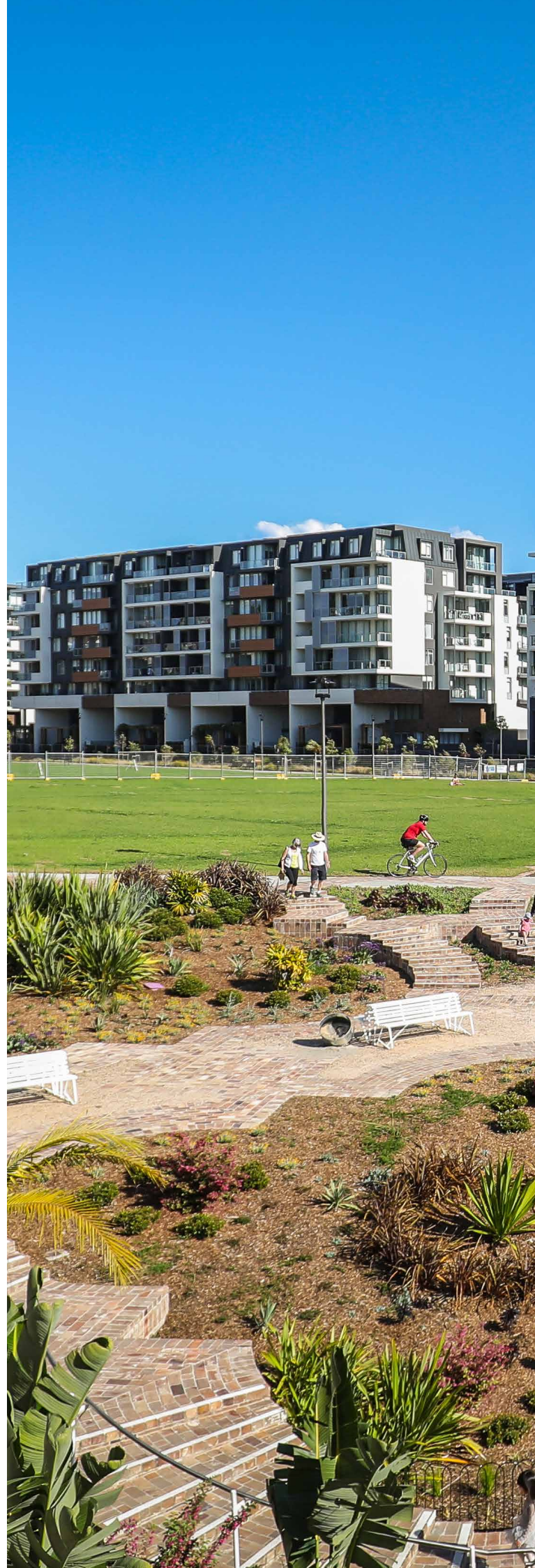
Failure to deliver a station at Zetland as part of the Sydney Metro West by 2028 will mean the area is taken over by congestion, given Green Square's position at the head of Sydney's global gateways (Sydney Airport and Port Botany) and the Eastern Economic Corridor, not to mention the negative impact it will have on the lives and health of residents in the most densely populated area in Australia.

Land availability

Over the 20-year period to 2016, the population of the local area doubled. This growth has been facilitated by the rezoning of industrial areas of the City, in part to accommodate the housing targets of various metropolitan Sydney planning strategies. The majority of this growth has been accommodated in the Green Square Urban Renewal Area, Ashmore Precinct in Erskineville and Harold Park in Forest Lodge.

Residential development opportunities will become more constrained in the medium to long term. The City's capacity is constrained by physical and environmental circumstances, in particular parks and open space, infrastructure corridors, strata-subdivided sites, industrial and business-zoned land, small sites and buildings less than 25 years old. A large proportion of the local area is in identified heritage conservation areas. These low-scale areas provide much needed diversity in the City's housing stock. While some additional housing capacity can be found in these areas, heritage protections largely preclude major redevelopment and significant additional supply.

Much of the future growth in housing will occur in the Green Square Urban Renewal Area as well as on NSW Government sites. Areas such as Chinatown and CBD South Village and Redfern Village will also see significant amounts of development.







The City to 2036

Community insights

The City is in an ongoing dialogue with the community about their aspirations and concerns for their city and local areas. Most recently, feedback was sought from the community during the preparation of this planning statement. Consultation activities included online engagement and targeted workshops with industry and community groups. We have also been talking with the community about the review of Sustainable Sydney 2030, and asking them to tell us about how they see the city growing to 2050.

The community have told us that they highly value a busy and vibrant city, and understand that the city will change and must play its part in the growth of the Sydney region. However, they are concerned about the key challenges that face the city, and that they are managed so that residents' quality of life does not deteriorate, businesses continue to grow, and visitors continue to enjoy our beautiful and thriving city. Common themes from the community engagementⁱⁱ include:

- **A city for people** – People want a city that is green with trees and plants, has quality public spaces and different types of affordable housing. It is a socially supportive community that is safe, and inclusive.
- **A city that moves** – People want to be using public transport, walking and bikes to move around. There is a reduction of cars, where streets and public spaces are easily accessible to people. The city is welcoming, and people can readily get to where they need to go.
- **An environmentally responsive city** – People overwhelmingly want a response to climate change. They want a city with sustainable waste management and use of resources. People want to see a reduction in emissions, greater recycling and re-using of products and changes to how we use our city to reduce our impact on the environment.
- **A lively, cultural and creative city** – People want a vibrant city, weaving its culture, heritage, entertainment and bold ideas through the workings of the city. The city has diverse shopping and entertainment options and a lively night-life that includes many options. Locals and visitors gather for events and cultural experiences using public spaces.
- **A city with a future-focussed economy** – People want a city that is supported by digital infrastructure that sustains the creation of new jobs and allows businesses to respond to changing customer needs. People are optimistic about the opportunities that will be available in terms of education, jobs, innovation and the economy.

How will the City change to 2036?

People and housing

The city area is forecast to continue attracting residents, reaching a population of up to 340,000 in 2036. From 2016, this represents around 115,000 additional residents, accommodated in 56,000 new dwellings. The overwhelming majority of these new homes will be provided as medium- to high-density apartment buildings, signalling a sustained long-term shift to apartment living.

Over one third of this growth will occur in the Green Square Urban Renewal Area, which will grow to around 32,000 dwellings, housing around 60,000 to 70,000 people (depending on occupancy trends) when the area is expected to be fully built out by 2036. The rest of the growth will be focused on Central Sydney and Redfern-Waterloo, with modest growth forecast for the City's historic residential villages.

As the population grows and more people than ever live in apartments, shared public spaces such as parks, retail centres, libraries and community facilities will see increased use. This will support more vibrant, diverse and all-day activity in our village centres, and increase the need for expansion and maintenance of NSW Government infrastructure and of the City's facilities.

Economy

The city area plays an important role in the regional and national economy, serving as the economic, cultural and historical centre of Global Sydney. This will continue to be the case in 2036, even as Greater Sydney decentralises and shifts more economic activity westward.

By 2036, there will be an additional 200,000 people working in the local area. Ensuring new development delivers floor space to accommodate these extra workers is crucial to securing the economic growth of Greater Sydney, NSW and Australia.

Affordable employment floor space will be a pressing issue. In the mixed use precincts of the economically important Harbour CBD, including Central Sydney and the Innovation Corridor, residential development currently has equal or higher priority with the business and enterprise activities that anchor the future economic competitiveness of the Sydney Region. Competition for limited land and space is a challenge and is acknowledged by the Greater Sydney Commission's action to ensure residential development doesn't compromise commercial development. As high-value office development expands outwards into the City Fringe area, this will displace the employment uses currently taking advantage of these well-located but currently more affordable areas. This will present a challenge and opportunity for the City to support its creative, entertainment and research sectors, as well as emerging small businesses and start-ups.

With forecast growth in visitors, workers and residents, in 2036 the city area will attract 1.7 million people each day. This is half a million more people than currently use the local area daily. While this represents a great opportunity and reflects how attractive the city is, the local area will require the expansion of and increased maintenance of our streets, parks, street furniture, community facilities and other shared public resources.



Measuring our capacity to grow

The City's capacity study (2019) measures the amount of floor space ('capacity') in the city that is available for development. The study is a point-in-time model that applies a series of informed assumptions to each site in the city in order to understand how much floor space can be achieved.

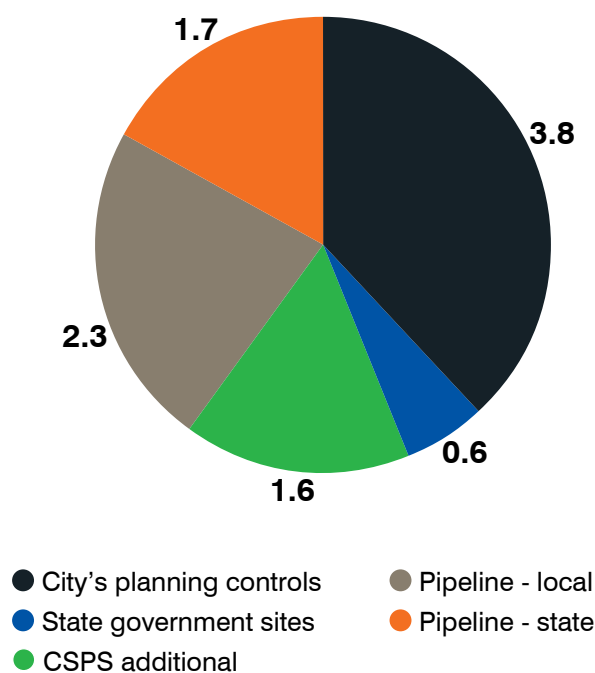
Capacity is determined by measuring the difference between the floor space that is already built, and the floor space potential under the City's current planning controls, the draft Central Sydney Planning Strategy framework, and on NSW Government sites. Sites with no development capacity are removed from the count, including parks, heritage items, residential strata, recent developments of less than 20 years, sites with less than 100 square metres of development potential, and other sites that are unlikely to be developed. Once total capacity has been determined, a likely 'land use split', based on current trends, is applied.

The capacity study counted over 10 million square metres of floor space in the council area that is available for future development (as shown in Figure 15). It includes capacity (including uncommitted capacity and pipeline projects that are lodged, approved or under construction) within the City's planning controls (61 per cent) (baseline), on State Government sites (23 per cent) other future state development projects and the capacity that can be created through the Central Sydney Planning Strategy (CSPS) (16 per cent). Most of the residential capacity is located in the Green Square and City South village area, with the CBD and Harbour and the Chinatown and CBD South villages containing most of the non-residential (commercial) development capacity.

Based on current trends, the capacity study forecasts a total of 50,000 private dwellings, 6,000 non-private dwellings and 158,000 jobs can be provided in the local government area under the City's current planning controls, the future Central Sydney Planning Strategy (CSPS) and on NSW Government-controlled sites slated for redevelopment.

The capacity study, together with dwelling forecasts prepared by ID consulting and job projections issued by the Transport for New South Wales, has been used to guide the City in establishing its housing and jobs targets. However, capacity and forecast development outcomes will change over time as sites develop, planning controls change, market trends shift and site availability becomes more constrained (particularly in the 10 – 20 year target horizon). The City will continue to annually audit and report development outcomes, and every five years, in line with the census and the City's Floor Space Employment Survey, undertake a capacity study to ensure the City's planning controls remain fit for purpose.

Figure 15: Total floor space capacity by source (million square metres)



Source: City of Sydney Development Capacity Study 2019

Housing and jobs targets

The District Plan requires the City to:

- demonstrate how it will deliver the 0–5 year private dwelling target of 18,300 (2016–2021) for the local government area
- develop, agree and demonstrate delivery of a 6–10 year dwelling target for the local government area
- identify the capacity to contribute to an 11–20 year dwelling target of 157,500 for the Eastern City District
- plan for and deliver at least 169,260 new jobs by 2036 in the Harbour CBD Metropolitan Centre and Green Square-Mascot strategic centres, with a higher aspirational target of 244,260 by 2036.

The population growth to 2036 will be accommodated in 56,000 dwellings. This is made up of 50,000 new private dwellings including 37,169 new market dwellings, 10,856 new affordable rental housing dwellings and 1,975 new social housing dwellings. It is also made up of 6,000 non-private dwellings. It is envisaged that jobs growth will continue to 2036 resulting in an estimated 200,000 additional workers.

The City's targets are based on its capacity study and technical studies that have informed the preparation of this Planning Statement. The targets balance the need for more homes with the need for more jobs, space for infrastructure, sustainable economic growth and the creation of great places. The draft housing and jobs targets are provided in Table 4.¹

¹ The data in the capacity study that is used for indicative housing targets will be verified as part of the local housing strategy approval process by the Department of Planning, Industry and Environment.

Table 4: Housing♦ and jobs to 2036 (subject to market fluctuations)

Housing	Total 2016	2016–2021 (0–5 year) target	2022–2026 (6–10 year) target	2027–2036 (11–20 year) contribution	Total 2036
Total private dwellings*	105,860	+ 18,300	+ 14,000	+ 17,700	155,860
private market	95,309	+ 15,092	+ 10,792	+ 11,285	132,480
affordable♦♦	835	+ 2,714	+ 2,714	+ 5,428	11,690
social♦♦	9,716	+ 494	+ 494	+ 987	11,690
Non-private dwellings**	11,569	+ 2,575	+ 3,033	+ 392	17,569
Total dwellings	117,429	+ 20,875	+ 17,033	+ 18,092	173,429

Jobs	Total 2017	Growth to 2036	Total 2036
Total jobs	501,786	+ 200,000	701,786

♦ Data compiled and monitored using the City of Sydney Housing Audit.

* 'Private dwellings' comprise 'market housing', generally represented by homes in private ownership or being rented, 'affordable rental housing' and 'social housing'.

♦♦ This reflects the City's target that of all private housing, 7.5 per cent will be affordable housing and 7.5 per cent will be social housing. Despite this, it is acknowledged the City has limited influence over how much housing is provided as affordable or social housing.

** 'Non-private' dwellings are those dwellings that typically comprise shared spaces, such as student housing, boarding houses, group homes, seniors and co-housing housing.

0–5 year dwelling target (2016–2021) and 6–10 year dwelling target (2022–2026)

The District Plan establishes a 0–5 year dwelling target (2016–2021) of 18,300 private dwellings. In addition, the City has established a non-private dwelling target of 2,575 dwellings for this period.

For the 6–10 year period, the City has established a target of 14,000 private dwellings and 3,033 non-private dwellings.²

At 30 June 2019, a total of 34,389 dwellings have been completed since 30 June 2016 (including 11,008 private and 2,856 non-private dwellings) or are currently in the development pipeline (including 17,831 private and 2,694 non-private dwellings). This represents about 90 percent of the total 0–10 year aggregated dwelling target.

With only 3,519 dwellings not yet accounted for in the 0–10 aggregated target (including 3,461 private and 58 non-private dwellings), it is likely the remainder will be accommodated in development applications yet to be lodged.

11–20 year (2027–2036) contribution to District dwelling projections

The capacity study has identified sufficient capacity under the City's planning controls and on NSW Government sites to achieve the 11–20 year dwelling targets. However, it is acknowledged the capacity study is a point-in-time model that applies high level assumptions across the local area, and does not fully consider the range of complex factors that influence development, such as height constraints or changes to planning controls over time. To ensure the City's planning controls remain fit for purpose to achieve the stated housing target, the City will:

- consider planning proposals to unlock existing capacity where: there is impediment in the planning controls; there is clear site-specific and strategic merit; and where they align with the City's principles for growth
- undertake a review of the capacity study every five years, in line with the census and the City's Floor Space Employment Survey, to inform future iterations of this planning statement.

The City's total contribution of 50,000 private dwellings over the 20 years to 2036 represents one third of the total dwelling target of 157,500 private dwellings for the nine councils in the District. Additional population will be accommodated in 6,000 non-private dwellings over the 20 year period.

0 – 20 year jobs target (2016–2036)

The capacity study identifies enough capacity for about 158,000 jobs under current planning controls, the draft Central Sydney Planning Strategy framework and on NSW Government sites. This generally aligns with the 166,500 additional jobs required to meet the baseline jobs target in the District Plan.

The City has set a jobs target of 200,000 to support the productivity of the Sydney region, NSW and Australia. This target exceeds the baseline targets set by the District Plan. The proposed job target is expected to be mostly achieved through:

- the uptake of available development capacity and implementation of the draft Central Sydney Planning Strategy (158,000 jobs projected)
- increased work-space ratios across all village areas. This is not quantified by the capacity study, however current trends strongly indicate a more intense use of employment space over time across the city. A work–space ratio tells us how much non-residential floor space is used per worker in any given area. For example, in the CBD and Harbour village, work–space ratios have reduced from a gross average of 27.7 square metres to 23.5 square metres per worker over the last 10 years (across all sectors), with further intensification of the space used still possible.
- the ongoing protection of non-residential floor space in the Southern Enterprise Area.

Despite the City's strong and sustained jobs growth over the last decade, without intervention the current planning controls are unlikely to facilitate the whole jobs target to 2036. This Planning Statement therefore outlines a series of strategic interventions to be investigated to facilitate additional employment capacity. These include investigation of potential increases in non-residential densities in strategic locations such as Central Sydney South, the Botany Road corridor and North Alexandria.

² The 6–10 year housing target nominated by the City is subject to agreement with GSC and State agencies.

Private dwellings

Increasing the supply of private dwellings is a key Priority of the District Plan. 'Private dwellings' comprise three categories of 'private space' housing, including:

- market housing, generally represented by homes in private ownership or being rented
- affordable rental housing, which includes housing managed exclusively for households with very low, low and moderate incomes (lower income households)
- social housing, which is secure and affordable rental housing for people typically on very low incomes with housing needs. It includes public, community and Aboriginal housing.

There is sufficient housing development opportunity already available under the City's current planning controls to achieve the City's housing targets. It is noted however the City has limited ability to influence how much private housing is provided as affordable or social housing.

Social and affordable housing

Affordable rental housing and social housing are critical social and economic infrastructure necessary to support a diverse and well-functioning city. An increase of almost 11,000 affordable rental housing dwellings and about 2,000 social housing dwellings is required to 2036. The social and affordable housing targets in Sustainable Sydney 2030 state that in 2030, 7.5 per cent of all housing will be social housing and 7.5 per cent of all housing will be affordable rental housing by 2030, delivered by not-for-profit and other providers. This target relates to private housing.

Since this target was established in 2009, the proportion of social housing in the city has decreased from almost 11.7 per cent in 2006 to about 8.5 per cent in 2016, with only a small net increase of dwellings being added to the City's social housing stock since 2007. This proportion will continue to reduce as the number of homes in the city increases to over 160,000.

A substantial increase in the number of affordable rental housing dwellings is also required with only a modest increase being achieved since 2009, but a proportional decrease. The District Plan includes a requirement that 5-10 per cent of new residential floor space is provided as affordable housing, subject to viability. This is significantly below the City's target that 7.5 per cent of all private housing be affordable housing.

This Planning Statement includes actions for more affordable rental housing and social housing with a particular focus on encouraging greater engagement from the Australian and NSW governments to address this critical issue. A key opportunity to increase the stock of social and affordable housing is on NSW government sites.

Non-private dwellings

Local government housing targets have historically focused on the delivery of 'private dwellings'. 'Non-private dwellings', which provide communal accommodation such as boarding house rooms, student accommodation rooms and residential care services (including group homes), have traditionally not been counted as dwelling stock.

More recently, the City has experienced growth in purpose-built student accommodation (student accommodation), increasing by over 2,500 rooms between 2015 and 2018. With projected increases in the student population, the market will continue to respond by providing various student accommodation options. In addition, there may be interest in the relatively unexplored area of co-housing, popular in Scandinavia, Europe and beginning to show signs in the United States.

Assuming development conditions continue for student accommodation, such as exclusions from the Apartment Design Guide and bonus floor space provisions available under the State Environmental Planning Policy (Affordable Rental Housing) 2009, the share of purpose-built student accommodation is estimated to increase from 7.5 per cent to around 13 per cent of total housing stock in the city between 2019 and 2029ⁱⁱⁱ. Traditional boarding houses and new-generation boarding houses, as well as other low-to moderate-income earners, also benefit from these planning conditions and are also likely to increase over time. Nearly a fifth of all residents in the City are tertiary students, where an estimated 10,000 students are living in purpose-built student accommodation.

Non-private dwellings have been incorporated into the City's housing targets. To exclude them would ignore a significant component of the City's population and result in a failure to adequately plan for the infrastructure and services needed to support them. Excluding them would also fail to recognise the diversity of housing needed in the city, that non-private dwellings use land available for other residential uses and the growing importance of this industry sector.

Where will development happen?

The City's capacity study forecasts where housing and jobs growth will locate in the city given current planning controls and how sites will typically develop for residential or non-residential uses (land-use split). Nearly half of the capacity that is expected to develop for residential purposes to 2036 is located in the City's urban renewal areas, including Green Square and Ashmore in Erskineville as well as on state government sites such as the Waterloo Estate and the Bays Precinct. There is also significant capacity identified in the Redfern Street and Chinatown and CBD South village areas (as shown in Figure 16). Much of this housing will be provided in the 0 – 10 year dwelling target period with development slowing in the 11 – 20 year period as development opportunities become more constrained.

NSW Government sites play an important role in providing housing in the city with around 23 per cent of the housing identified in the capacity study located on these sites. Housing opportunities above those identified in the capacity study may also arise on NSW Government sites, with these likely to be delivered in the 11-20 year period.

Over half of the capacity that is expected to develop for non-residential purposes (as shown in Figure 16) is located in Central Sydney (including the CBD and Harbour and Chinatown and CBD South village areas) with half of that capacity delivered through the Central Sydney Planning Strategy. In addition, the recently announced redevelopment of Central Station is likely to increase the City's capacity to accommodate employment beyond that identified in the capacity study.

There is also substantial non-residential capacity in the City Fringe, in particular the Harris Street Village Area. The highly skilled and diverse local resident population, the existing educational, research and technology clusters, as well as the presence of major educational institutions such as University of Technology Sydney and TAFE NSW, will continue to serve as a key attractors for jobs growth and economically productive activities. The area will be subject to the recently announced state government review of Pyrmont with the stated intention of facilitating an 'economic and jobs hub' and a 'gateway to the CBD'.

The Southern Enterprise Area in the Green Square and City South village area also provides a significant amount of non-residential capacity. This strategically located enterprise land will continue to facilitate business, industry and services to support the District, Harbour CBD and international gateways of Sydney Airport and Port Botany.

Managing growth and change

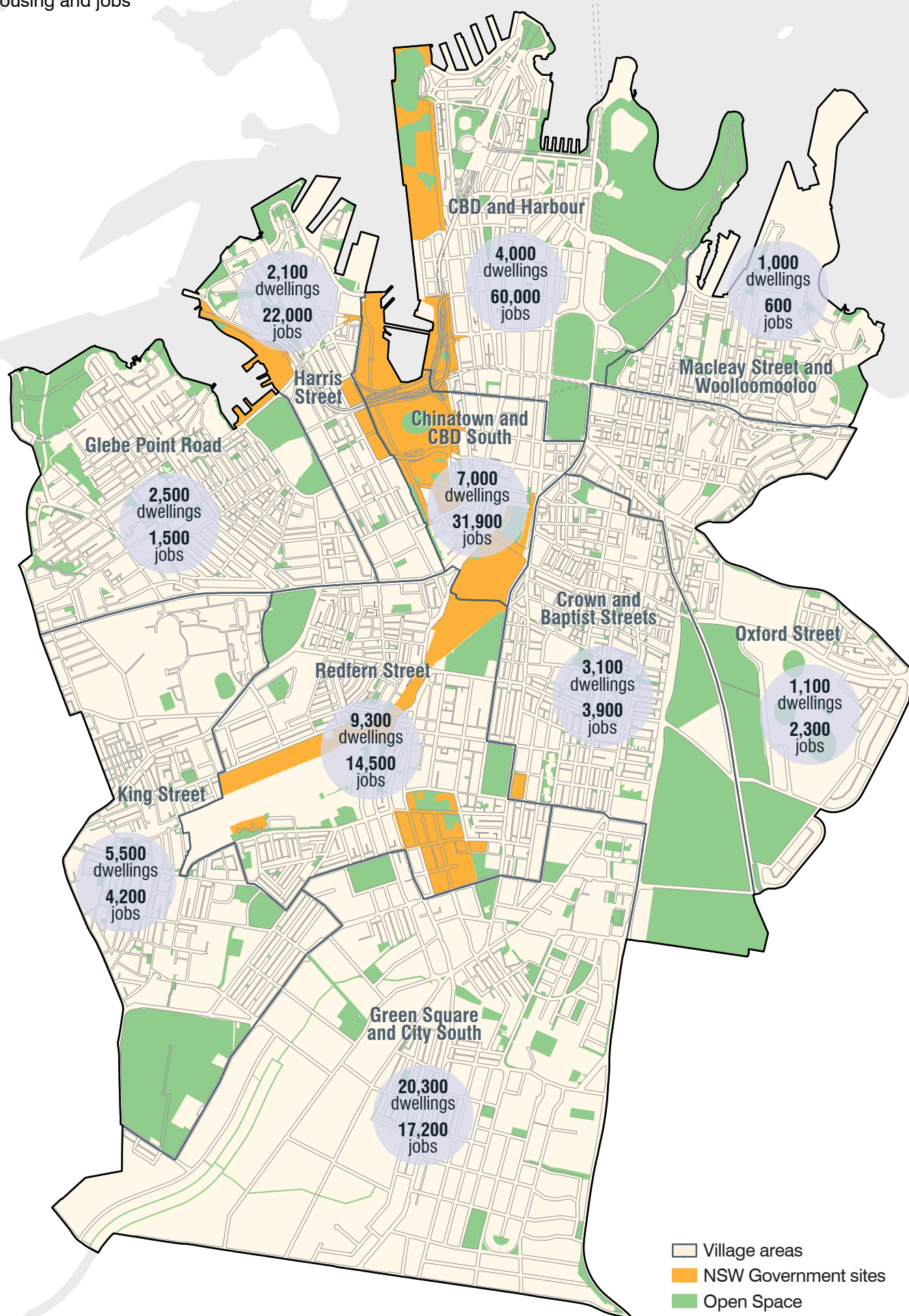
Very little change is required to the City's current planning controls to accommodate the housing targets, given the City's capacity forecasts. The proposed job target is expected to be mostly achieved under current planning controls plus some strategic interventions to unlock further non-residential capacity.

Notwithstanding the above, the City is required by planning legislation to accept and assess planning proposals from land owners and proponents seeking changes to the planning controls. While a strategic, precinct based approach to changing its controls is preferred, in some cases, site-specific planning proposals may have merit and contribute to targets by 'unlocking' previously identified capacity through a change in building height to fit the permissible floor space on the site. This may be supported where the proposal is for a strategically valuable use and the changes would result in better urban outcomes.

There are also circumstances where planning proposals seek greater densities, and which may also have genuine broader public benefits as well as achieving high-quality planning and urban design outcomes. Site-specific or precinct planning proposals that allow for more floor space can create opportunities for the delivery of public benefits, such as public open space, affordable rental housing and other identified infrastructure needs.

Planning proposals that simply seek additional residential density above the current controls will have challenges in demonstrating their strategic merit, as they are not necessary to achieve the housing targets and the planning priorities of this Planning Statement.

Figure 16: Distribution of capacity for housing and jobs



Principles for growth

Planning proposals for additional development capacity through 'spot rezoning' must have strategic merit and site-specific merit. The following 'principles for growth' provide a local merits test to guide the Council in the consideration of, and consistent decision-making about, planning proposals in the local area. Planning proposals will need to address the principles for growth in accordance with section 3.33 of the Act.

The principles do not aim to replace the merits test included in the NSW Department of Planning, Industry and Environment's guide to preparing local environmental plans, rather they support and complement it with local considerations.

The strategic principles for growth are:

- Proposals must be consistent with the Greater Sydney Region Plan and Eastern City District Plan.
- Proposals for sites in the Harbour CBD, Innovation Corridor (including Camperdown-Ultimo Health and Education Precinct) must be consistent with the objectives for these areas in the Eastern City District Plan.
- Proposals must be consistent with the relevant directions, objectives and actions of the City's community strategic plan, Sustainable Sydney 2030 and Sustainable Sydney 2050 in the future.
- Proposals must be consistent with the relevant liveability, productivity, infrastructure and sustainability priorities, objectives and actions in this Local Strategic Planning Statement.
- Proposals must be consistent with the relevant priorities, objectives and actions of the Local Housing Strategy.
- Proposals must support the strategic objectives in the City's adopted strategies and action plans.
- Proposals must not compromise non-residential development needed to meet employment targets for centres.

- Proposals which seek to respond to a significant investment in infrastructure must be considered in a wider strategic context with other sites. This may include, but is not limited to, consideration of other infrastructure demand and provision, appropriate distribution of development potential across an area, value capture for public benefit and infrastructure delivery and orderly sequencing of development.
- Proposals must give consideration to strategically valuable land uses that are under-provided by the market, such as but not limited to hotels, cultural space (including performance and production space), medical uses, education uses and childcare centres, and having regard to the appropriateness of the use for the context.

The site-specific principles for growth are:

- Proposals must locate development within reasonable walking distance of public transport that has capacity (assuming development capacity will be delivered) and is frequent and reliable.
- Proposals must meet high sustainability standards and mitigate negative externalities.
- Proposals must include an amount and type of non-residential floor space appropriate to the site's strategic location and proximity to or location within a centre or activity street.
- Proposals must create public benefit.
- Proposals must be supported by an infrastructure assessment and demonstrate any demand for infrastructure it generates can be satisfied, assuming existing development capacity in the area will be delivered.
- Proposals must make a positive contribution to the built environment and result in an overall better urban design outcome than existing planning controls.
- Proposals must result in high amenity for occupants or users.
- Proposals must optimise the provision and improvement of public space and public connections.





Vision

Green, Global and Connected is our vision for the city. Embedded in Sustainable Sydney 2030, the vision was developed with the community, adopted in 2008 and has guided the City's work since. This Planning Statement builds on the themes of **Green**, **Global** and **Connected**.

Green

with a low environmental impact, trees and open space, and for a healthy and resilient community.

- ▶ The city's building and spaces will be on a pathway to net zero energy use for new buildings that help us manage our energy, water and waste efficiently.
- ▶ The city's places, buildings and connections will support a thriving natural environment and healthy communities that are more resilient to urban and natural hazards.
- ▶ The city's places and spaces will support the community's resilience to social, economic and environmental changes including changing climate.
- ▶ Excellence in design of the city's places, spaces and buildings will attract people, encourage them to stay and make high density places healthy and enjoyable.

Global

in economic orientation and partnerships, an open-minded outlook, and a diverse community.

- ▶ Sydney will remain Australia's most significant global city, home to globally aware people, jobs and businesses and an international gateway with world-class tourism attractions and sustained investment in cultural infrastructure, icons, amenities and public spaces.
- ▶ The city will be a place of enterprise, innovation and creativity powered by collaboration between institutions, business and government across high-performing sectors and clusters to lift the competitiveness of Sydney and Australia.
- ▶ The city will offer opportunities for different people to live in the local area with a mix of homes available to people of different ages, backgrounds and household type and income.
- ▶ The city will provide spaces for people to be creative and celebrate their culture and the culture of others from local to the world stage.

Connected

physically by walking, cycling and high-quality public transport, through culture, place and social wellbeing, and to those with an interest in the city.

- ▶ The city will be easy to get around with a local network for walking and cycling, and opportunities and activities are connected by transit routes between the villages, city centre and the rest of Sydney, including new stations in Zetland and Pyrmont.
- ▶ The city's distinctive villages will celebrate their unique character and heritage and be highly liveable places where people can easily shop, work, play and see to their daily needs.
- ▶ The city will have innovative infrastructure to support the health, wellbeing and social life of the community delivered through partnerships and funding mechanisms.
- ▶ The city will be made through partnerships and collaboration between governments, the private sector and the community using joined-up thinking, processes and outcomes.

Planning priorities

Infrastructure

I1

Movement for walkable neighbourhoods and a connected city

To plan local neighbourhoods so people have access to daily needs within a 5–10 minute walk, advocate for mass transit and transport services, ensure land uses match mobility investment and managing roads to reduce impacts and create great places.

I2

Align development and growth with supporting infrastructure

To use the necessary planning, funding and delivery mechanisms, provide local infrastructure, and collaborate with NSW Government on state infrastructure.

I3

Supporting community wellbeing with social infrastructure

To plan, collaborate and partner with others to deliver local infrastructure, such as open space and community and cultural facilities, and state infrastructure, such as health, education and emergency services for the wellbeing of our changing community.

Liveability

L1

A creative and socially connected city

To take a people-focused approach to planning and place making, create inclusive and accessible places and improve planning to support cultural activity and spaces.

L2

Creating great places

To plan for accessible local centres and high streets to be the heart of local communities, protect the character of our distinctive heritage neighborhoods and iconic places, and deliver design excellence and high amenity in the built environment.

L3

New homes for a diverse community

To implement Housing for All, the City's draft Housing Strategy, and contribute to housing Sydney's growing population with a range of housing types and tenures to support a diverse community including working with others for more affordable and social housing.

Productivity

P1

Growing a stronger, more competitive Central Sydney

To implement the draft Central Sydney Planning Strategy and prioritise space for business and enterprise activities while managing housing growth, providing infrastructure and guiding appropriate built form to create a world class city centre.

P2

Developing innovative and diverse business clusters in City Fringe

To grow knowledge-intensive business clusters with health, education, innovation, technology and creative industries in the Harbour CBD and prioritise those strategic land uses, and improve connections between business and institutions.

P3

Protecting industrial and urban services in the Southern Enterprise Area and evolving businesses in the Green Square-Mascot Strategic Centre

To continue protecting the strategically located Southern Enterprise Area for business, industry and services to support the District, Harbour CBD and international gateways of Sydney Airport and Port Botany while planning to accommodate the next generation of businesses in accessible locations.

Sustainability

S1

Protecting and enhancing the natural environment for a resilient city

To improve the city's waterways, biodiversity corridors, green spaces and tree canopy to support the environment and a healthy community.

S2

Creating better buildings and places to reduce emissions and waste and use water efficiently

To develop buildings and places that will be net zero energy by 2050, use water more efficiently, and help reduce waste.

S3

Increasing resilience of people and infrastructure against natural and urban hazards

To manage the risks to people and infrastructure from flooding and stormwater, contaminated land, noise, and the longer-term implications of sea-level rise.

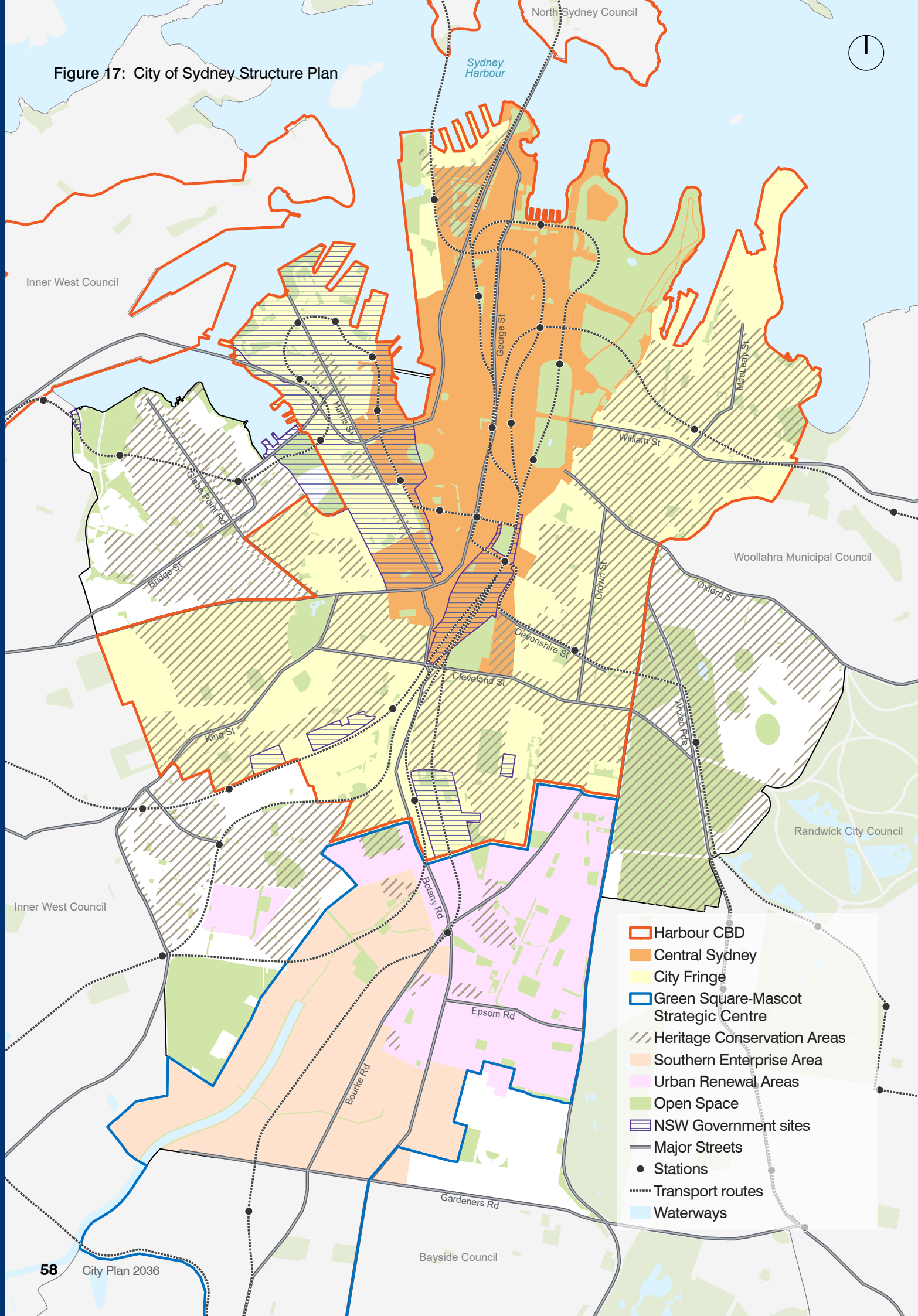
Governance and implementation

G1

Open, accountable and collaborative planning

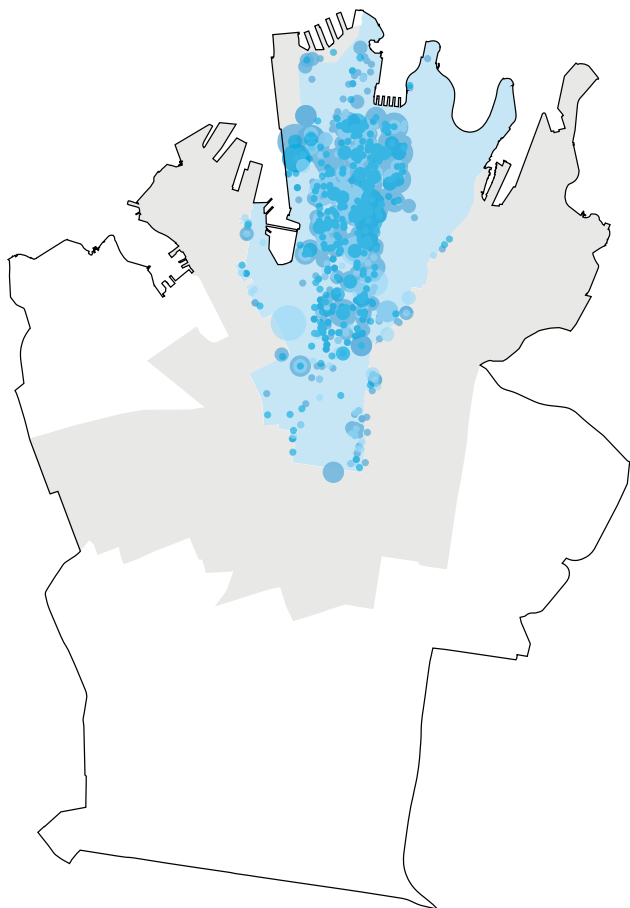
To take a long-term strategic approach to planning, work with others and report on progress to deliver good public interest outcomes and achieve the vision in Sustainable Sydney 2030 and the Region and District Plans.

Figure 17: City of Sydney Structure Plan



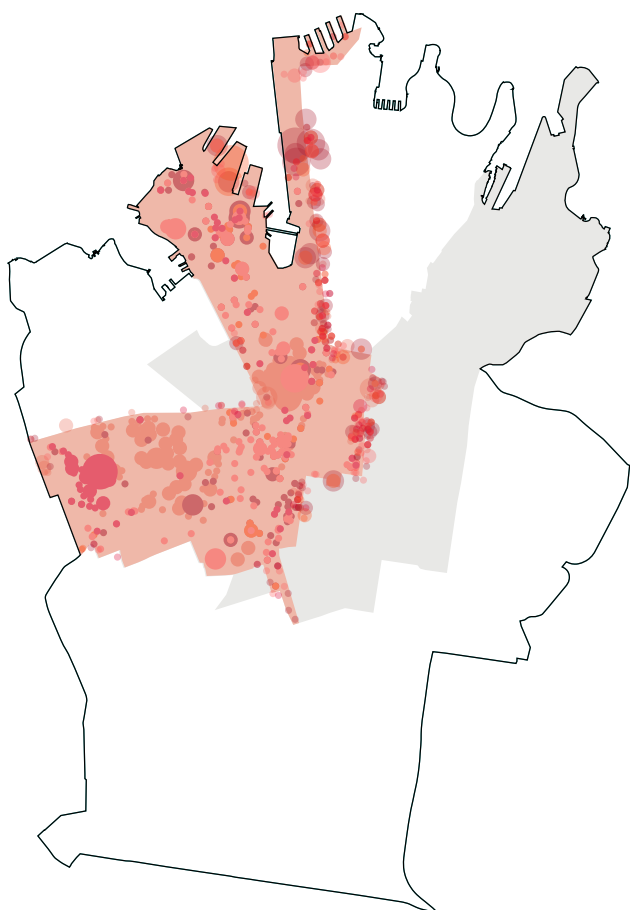
- Harbour CBD
- Central Sydney
- City Fringe
- Green Square-Mascot Strategic Centre
- Heritage Conservation Areas
- Southern Enterprise Area
- Urban Renewal Areas
- Open Space
- NSW Government sites
- Major Streets
- Stations
- Transport routes
- Waterways

Key moves



Strengthen Central Sydney's economic role

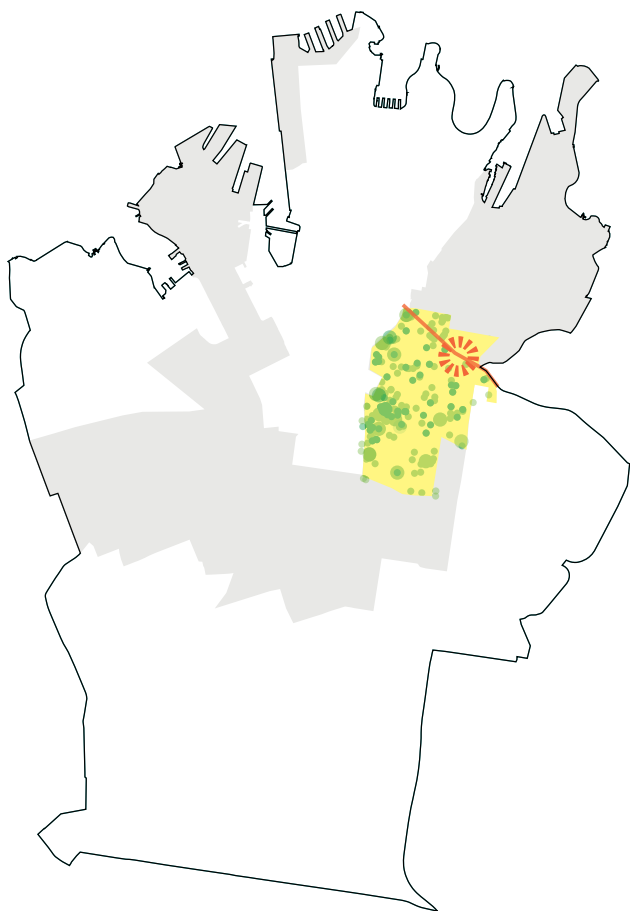
Central Sydney competes on an international stage and plays a fundamental role in metropolitan Sydney's standing as 1 of the 20 most advanced and globally connected cities. It is a strong attractor of global businesses, investment and talent with the highest concentration of top 500 companies in Australia. Central Sydney must be positioned to best take advantage of future business investment and accommodate the likely resulting increase in demand for employment floor space. Central Sydney may contribute at least 101,800 additional jobs by 2036. Almost half of these jobs are expected through the draft Central Sydney Planning Strategy which sets out a strategic process to unlock growth. Proposals will respond to market opportunities needs while achieving the high-quality design, protection of public space and infrastructure needed to support Central Sydney's global attractiveness.



Build internationally competitive and knowledge-intensive business clusters in the Innovation Corridor

The Innovation Corridor features knowledge-intensive business clusters vital to the District's ongoing economic success and global competitiveness. It includes the Camperdown-Ultimo Health and Education precinct and areas within Pyrmont through to Central including the Sydney Innovation and Technology Precinct, Redfern and Waterloo, including the Botany Road Corridor. It can leverage the dense economic activity and global outlook of Central Sydney, and significant investment, including transport infrastructure, and urban amenities that attract talent. Industry, institutions and governments are collaborating on long-term strategies to realise potential and lead positive economic change. The Innovation Corridor forms part of the City Fringe area, may contribute at least 53,800 additional jobs by 2036.

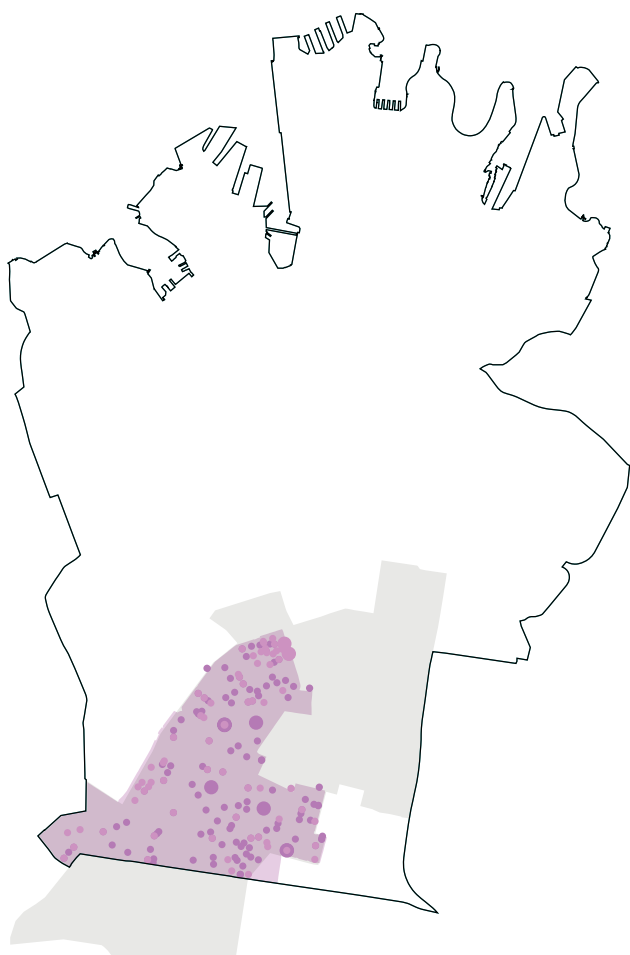
The City will strengthen the economic role of this corridor by prioritising space for specialised and knowledge-based clusters, plan for a genuine mixed-use precinct with high amenity and investigate opportunities to increase capacity for enterprise uses, including in the Botany Road corridor. The City will continue to work with others to realise the shared vision for the area.



Support creative and cultural industries in the Eastern Creative Precinct

Creative industries and information media clusters are concentrated in the area of Surry Hills and along high streets in the Crown and Baptist Streets and Oxford Street village areas. When combined, these areas form the Eastern Creative Precinct. These clusters take advantage of the precinct's high amenity and character to attract talent. However, affordable work space for these industries is decreasing, which affects the growth of the sector.

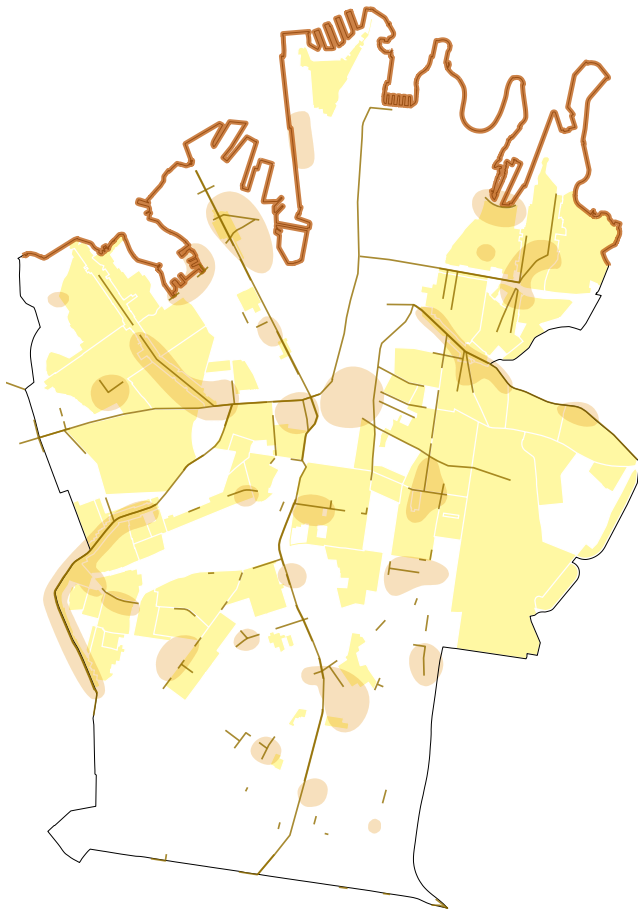
The City will prioritise diverse and well-designed workplaces, ranging in size, type and price point, and protect the character and amenity of the precinct to support creative and cultural uses. The City will continue to investigate planning reforms across the council area to support live music, night-time and cultural activities. The City will also explore a creative cultural precinct around Taylor Square and Oxford Street, leveraging the recently announced long-term lease to the National Art School. Most of the Eastern Creative Precinct falls within the City Fringe area, which may contribute at least 53,800 additional jobs by 2036.



Protect and evolve business in the Southern Enterprise Area

The strategically located Southern Enterprise Area is essential to efficiently service Central Sydney and the international trade gateways of Port Botany and Sydney Airport. It is one of the largest consolidated areas of urban service and industrial lands in the District, which makes it essential to the District's ongoing productivity. The City's planning has ensured that noisy, offensive and dangerous industries and services can continue to serve the District, buffered by business only zones that provide opportunities for new and growing businesses at a price point that enables risk and in locations that facilitate collaboration and market access.

As the City evolves, the Area will need to accommodate shifts in productive activities including intensification for a range of people-based enterprise uses in accessible locations and accommodating creative and other industries that need affordable space. The City will continue to protect the strategic economic contribution of the area. We will review the employment lands strategy, and investigate planning approaches for accessible business-zoned land in North Alexandria to guide its evolution to more jobs-intensive, knowledge-driven activities. The Southern Enterprise Area forms part of the Green Square-Mascot Strategic Centre, which may contribute at least 11,400 additional jobs in the city by 2036.



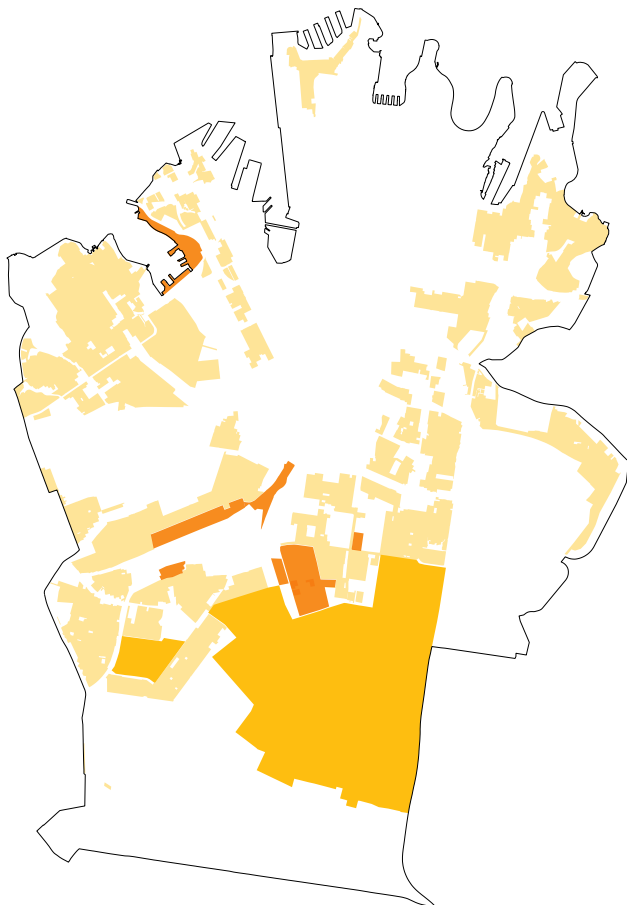
Make great places

The distinct identity and character of the city's precincts and places draw people to live, work and study, adding to the success of local neighbourhoods.

The City will continue to conserve its local heritage items and conservation areas as their historical origins and relationships to places contribute to the local character and strengthen each community's sense of place.

Great places and improved liveability will also be achieved by supporting centres and high streets for local services, retail and recreation. Many of the high streets are in conservation areas, link the community to services and provide a connection between neighbourhoods.

The City will continue to implement its design excellence requirements, which are held up across the country as a leading example of how the planning system can deliver highly valued architectural and urban design outcomes.

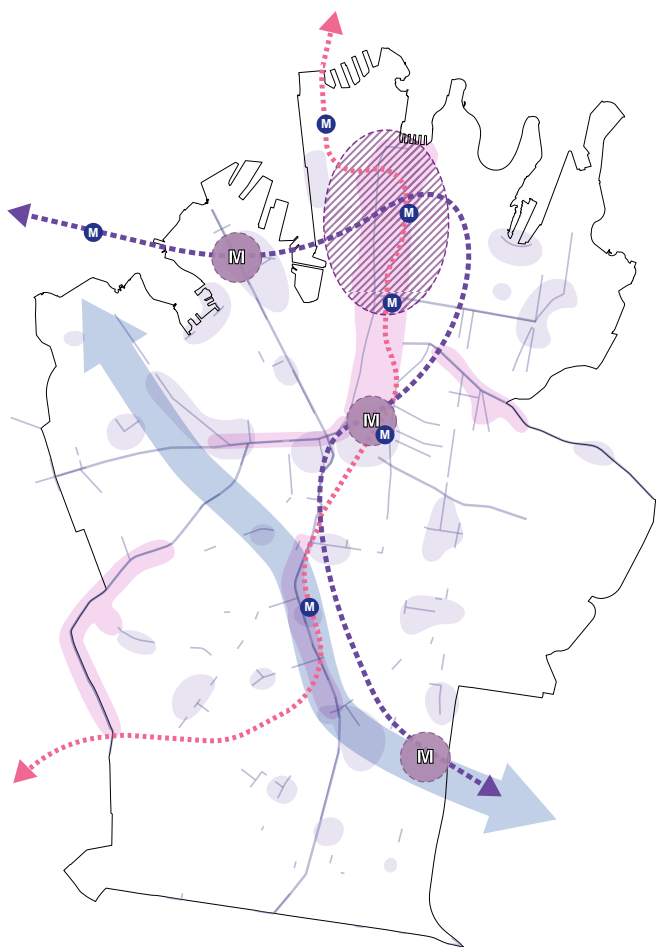


New and diverse housing

The City's housing target of 56,000 dwellings by 2036 can be accommodated within the capacity of existing planning controls. The majority of this growth will occur in urban renewal areas and on NSW Government sites, with modest growth anticipated in the heritage conservation areas.

A sustainable global city must offer a mix of housing to meet the needs of a diverse community. This includes retaining and attracting residents on lower incomes, those who identify as part of the Aboriginal and Torres Strait Islander community, families with children, people with disability, older people, long-term residents, students, people living alone, share households, and more. All these people should be able to find a home in the our local area.

The City will continue to encourage and facilitate new ideas to deliver housing that improves diversity while increasing the affordable housing supply. The City will also implement the Planning Proposal: Affordable Housing Review to increase the amount of affordable rental housing. We will continue to advocate to the NSW Government to do more to increase the supply of social housing and deliver more affordable housing in state significant projects. We will also ensure the NSW planning framework delivers genuine affordable housing outcomes when incentives are offered.

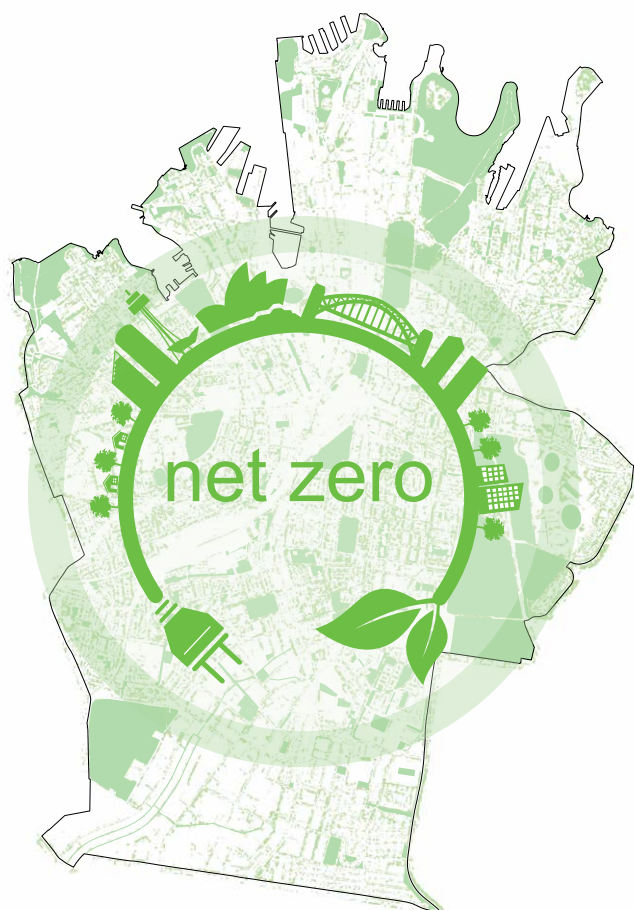


Movement for walkable neighbourhoods and a connected city

Walkable neighbourhoods are easy to move around by walking or cycling. They are inclusive, healthy and resilient places where daily needs can be met within a 5–10 minute walk. We plan for walkable neighbourhoods by implementing the City's walking, cycling and liveable green network plans; planning for services, retail and recreation in the village centres and high streets; and providing infrastructure in accessible locations.

As the city's daily population grows to 1.7 million people in 2036, more space will be needed for people on the street. The City will work with the NSW Government to transition priority streets to 'people first' places through the Movement and Place framework, including in the city centre, Oxford Street and Broadway.

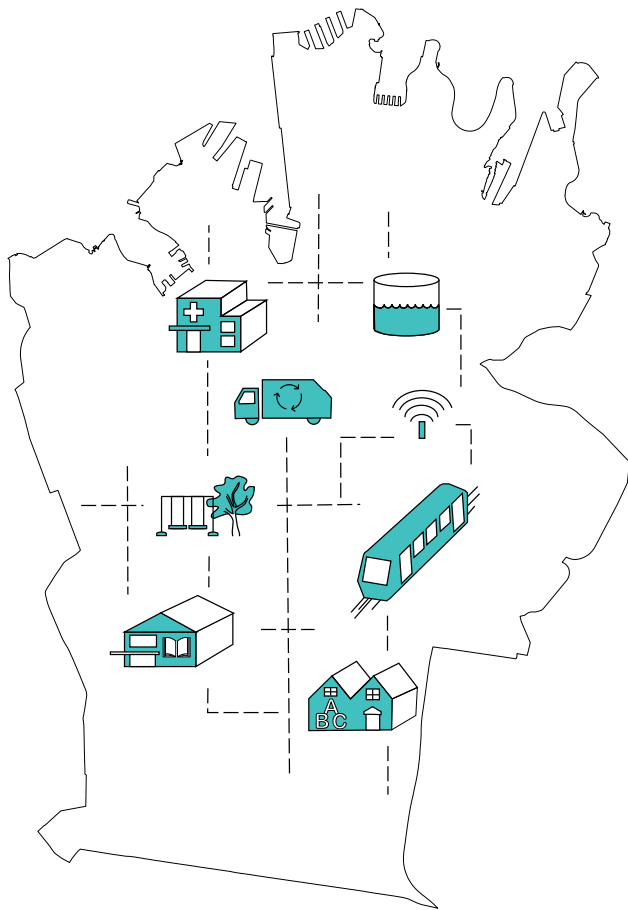
The City will work with the NSW Government to ensure Metro West stations in Pyrmont and Green Square (Zetland) serve existing and forecast populations and connecting valuable business precincts to workers. We will also ensure the city's land uses support the destination activities that appropriately respond to transport investment. In the longer term, we'll investigate east–west connections that bring together The Bays Precinct, Ultimo–Camperdown, Green Square and Randwick strategic centres.



Greening the city and pathways to net zero

The community highly values trees and green spaces. The city is a high-density area that will continue to develop. As the climate changes and the population grows, every opportunity to green the city through trees, plantings and open space is required to support the health and wellbeing of the community and environment. The City will review tree canopy targets and controls for private land and review controls to identify biodiversity corridors.

Energy use in buildings makes the largest contribution to greenhouse gas emissions in the city with offices, hotels and apartments contributing 68 per cent of building emissions. The City is developing a planning pathway, with targets and time frames to achieve net zero energy for new buildings. Working with industry and government, we will identify milestones for progressive improvements to building standards which encourage the industry to innovate and adapt to a net zero future.

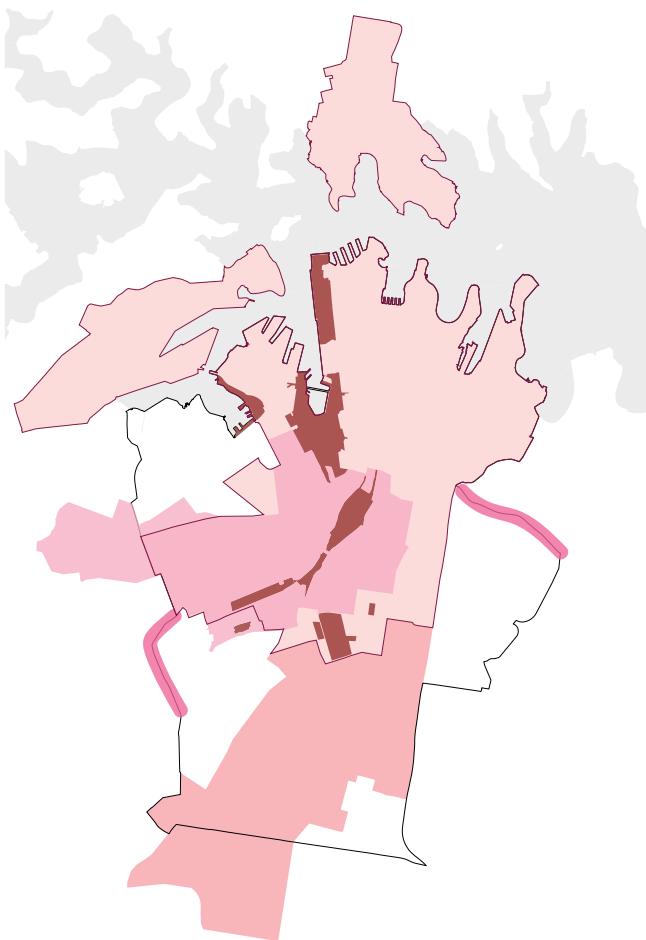


Aligning development with infrastructure

The City will continue to deliver local infrastructure for its growing residential, worker and visitor populations with a \$1.6 billion 10-year capital works plan.

Funding infrastructure remains a significant challenge for local government with development contributions capped and general revenue subject to rates pegging. The City will continue to use and develop new innovative planning mechanisms to fund infrastructure such as value-sharing schemes and community infrastructure plans. These include the Green Square Town Centre infrastructure strategy, Green Square Community Infrastructure Scheme and the proposed Central Sydney Community Infrastructure Plan.

This planning statement is dependent on the timely delivery of infrastructure, including NSW Government infrastructure such as transit, health and education. The City will work with NSW Government to ensure delivery of infrastructure using the Growth Infrastructure Compact Model, identifying funding, staging and delivery responsibilities.



Collaborate and plan for a shared vision

The City will collaborate with others, including the local community, governments and key stakeholders, on a range of planning issues. This includes the NSW Government on state significant urban renewal projects, Inner West Council on the Camperdown-Ultimo Health and Education Precinct, North Sydney Council on the Harbour CBD metropolitan centre, Bayside Council on the Green Square-Mascot strategic centre, Eastern District councils on housing, sustainability and infrastructure issues and the councils within the Eastern Economic Corridor to strengthen the contribution of the Corridor to the Sydney region.

About 10 per cent of the city, equivalent in size to the Green Square Urban Renewal Area, is currently removed from the City's planning jurisdiction. This creates challenges for consistent and effective planning and placemaking. The City will continue to work with the NSW Government on re-integrating state significant sites into the City's planning framework and adjusting thresholds so the Central Sydney Planning Committee can determine appropriate applications.



01 Infrastructure

Infrastructure, both physical and social, is the range of services and facilities that make cities liveable and productive.

Infrastructure not only supports the everyday needs of residents, workers and visitors, but also encourages stronger communities, attracts investment and talent, and can make our city resilient and sustainable.

The City plans and delivers community infrastructure to create a great city for everyone. Doing so ensures the city becomes a better city in which to live, work and visit, and not just a bigger one.

The following local priorities identify how the City will deliver infrastructure for our community:

Priorities

-  **11** Movement for walkable neighbourhoods and a connected city
-  **12** Align development and growth with supporting infrastructure
-  **13** Supporting community wellbeing with social infrastructure

Priority **I1**

Movement for walkable neighbourhoods and a connected city

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E1 – Planning for a city supported by infrastructure
- ▶ E10 – Delivering integrated land use and transport planning and a 30-minute city

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 3 – Integrated transport for a connected city
- ▶ 4 – A city for walking and cycling

Objective

- ▶ Moving to and around our city is efficient, logical and practical with an integrated transport and access network that:
 - a) is accessible, reliable and safe
 - b) encourages and caters for increased walking, cycling and the use of public transport
 - c) serves people first, with Central Sydney, village centres and activity streets becoming better places, not simply movement corridors
 - d) serves existing populations, with capacity to serve predicted future growth
 - e) accelerates economic growth by directly connecting strategic centres and employment areas and their workers
 - f) caters for service, freight and delivery vehicles while managing their impacts on other city users
 - g) supports a low-carbon and energy-efficient city

The way you access and move around a city can have a big impact on your impression of that city – how enjoyable it is to live there, and how easy it is to do business. It shows what is valued and prioritised – people walking and cycling or people in cars, great streets to experience or streets that just move vehicles.

Walkable neighbourhoods are connected so that they are efficient, logical and practical to get around. They are intuitive and seamless, where walking and cycling are easy options and switching between transport modes is fast and straightforward. They are effective, meaning that residents, workers and visitors can easily and successfully conduct their daily lives.

Creating walkable neighbourhoods, where everybody is in reasonable walking distance to local services and transport connections to other places, will require working with land owners, neighbouring councils and the NSW Government. The City has cycling and walking strategies in place to deliver a more walkable neighbourhoods.

Achieving a truly connected city, aligning development and growth and maximising the liveability and productivity benefits of an integrated transport network, will be more challenging. As strategic transport planning is primarily undertaken by the NSW Government, the City will collaborate to promote the needs and benefits of increasing transport connections across the city and district.

Creating walkable neighbourhoods

Walkable neighbourhoods are convenient, bike-friendly and promote healthy populations. Because they are walkable, they are more liveable and productive. A walkable neighbourhood is an invitation for people to walk and spend more time outside – where neighbours meet and communities are forged, and where workers can easily meet to create new ideas and relationships.

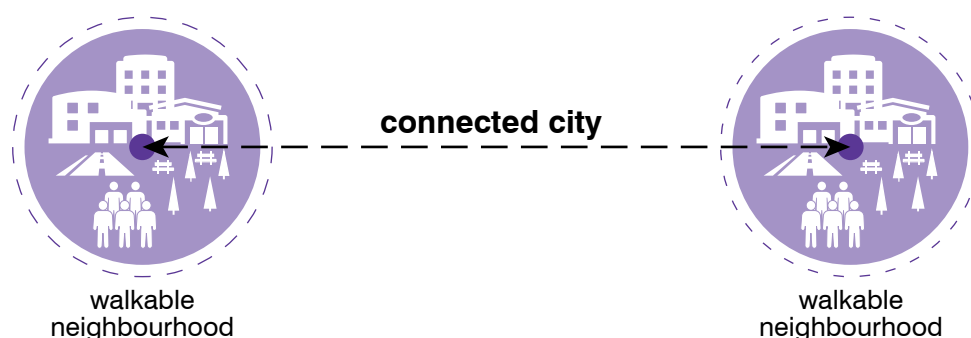
Planning for the location of jobs, housing and local services – including fresh food, childcare, primary schools and cultural infrastructure – is important in achieving walkable neighbourhoods. But in an already highly dense and mixed-use city such as ours, where community and social infrastructure is already relatively well dispersed, how we connect people and local services, and their experience in making that connection, plays an important role.

With the city expected to accommodate an extra 700,000 people on a daily basis by 2050, how we assign road space and increase connections for these people is a critical issue. Some city roads give insufficient priority to public transport, walking and cycling. For many of them, space is allocated due to historic circumstance, with little consideration to the growing community and their demands for safe, healthy and liveable neighbourhoods. This is particularly the case in Central Sydney, village centres and on our activity streets where the majority of daily activities are focused. We need to change these streets from being just about moving from one place to another to being better places for walking, shopping and socialising. Opportunities to do this include:

- **Central Sydney** – 92 per cent of trips are by foot, but road space allocation does not reflect this demand for walking. Employment growth, supported by new metros, will create even more intense concentrations of walkers, at both daily peaks and at lunchtime.
- **Parramatta Road and Broadway** – Connecting Camperdown and Haymarket, this is an opportunity to create a high amenity environment that supports collaboration in the health and education precinct. Intense flows of walkers heading towards universities or retail precincts are forced to crowd onto narrow footpaths, while the eight to nine lanes of traffic are often relatively empty.

The community told us that Parramatta Road and the Broadway transport corridor should be prioritised for improvement.
- **Oxford Street** – The street fails to encourage people to walk or stay because of footpath width and traffic. There is no protection of pedestrians from adjacent fast-moving vehicles. This creates challenges for businesses on one of Sydney's most iconic streets, which is planned to be a cultural hub. Improvements could be achieved through prioritising movement for people travelling to and within, rather than through, the precinct and implementing bus-rail interchanges at Edgecliff and Bondi Junction.
- **King Street and City Road** – There are significant pedestrian crowding issues especially in the areas around the railway station. Speed limits should be reduced. Parts of Sydney University needs further improvement in relationship to City Road, with some long street frontages inaccessible, uninviting and uninteresting for pedestrians.
- **Botany Road** – The corridor is a hostile environment with significant air and noise pollution. Transport improvements, road pricing and, to a lesser extent, the Sydney Southwest Metro, present the opportunity for Botany Road to transition from a movement corridor to a better place supporting business land uses. This may require rethinking how and when heavy vehicles and vehicles carrying dangerous goods are moved between Sydney Airport and Port Botany and Sydney's northern suburbs.

Figure 18: Delivering the 30-minute city



More efficient transport, supporting better places for people

The NSW Government's Future Transport Strategy 2056 outlines elements of a 'movement and place' framework to maximise the value of places and roads. This approach defines streets as either for movement or as a place, with the aim of making the streets as efficient as possible via road space reallocation, according to how they are used. However, an integrated policy for coordinated road management is needed to address:

- priorities for road space for each major road corridor that can provide better places that support liveability and productivity (e.g. within the Innovation Corridor to support knowledge-based clusters)
- opportunities to reallocate road space on corridors served by portals to the motorway network
- implementing the mechanisms required to ensure the future expanded Harbour CBD is not impacted by general traffic exiting the motorway network
- a pricing and access framework to support the network strategy.

Infrastructure investment in both rail and road provides an opportunity to reassess how our road network functions at a district level. Multi-modal, place-based plans are needed to support this new model.

The Liveable Green Network

The Liveable Green Network aims to create a pedestrian and bike network that connects people with Central Sydney and village centres as well as major transport and entertainment hubs, cultural precincts, parks and open spaces.

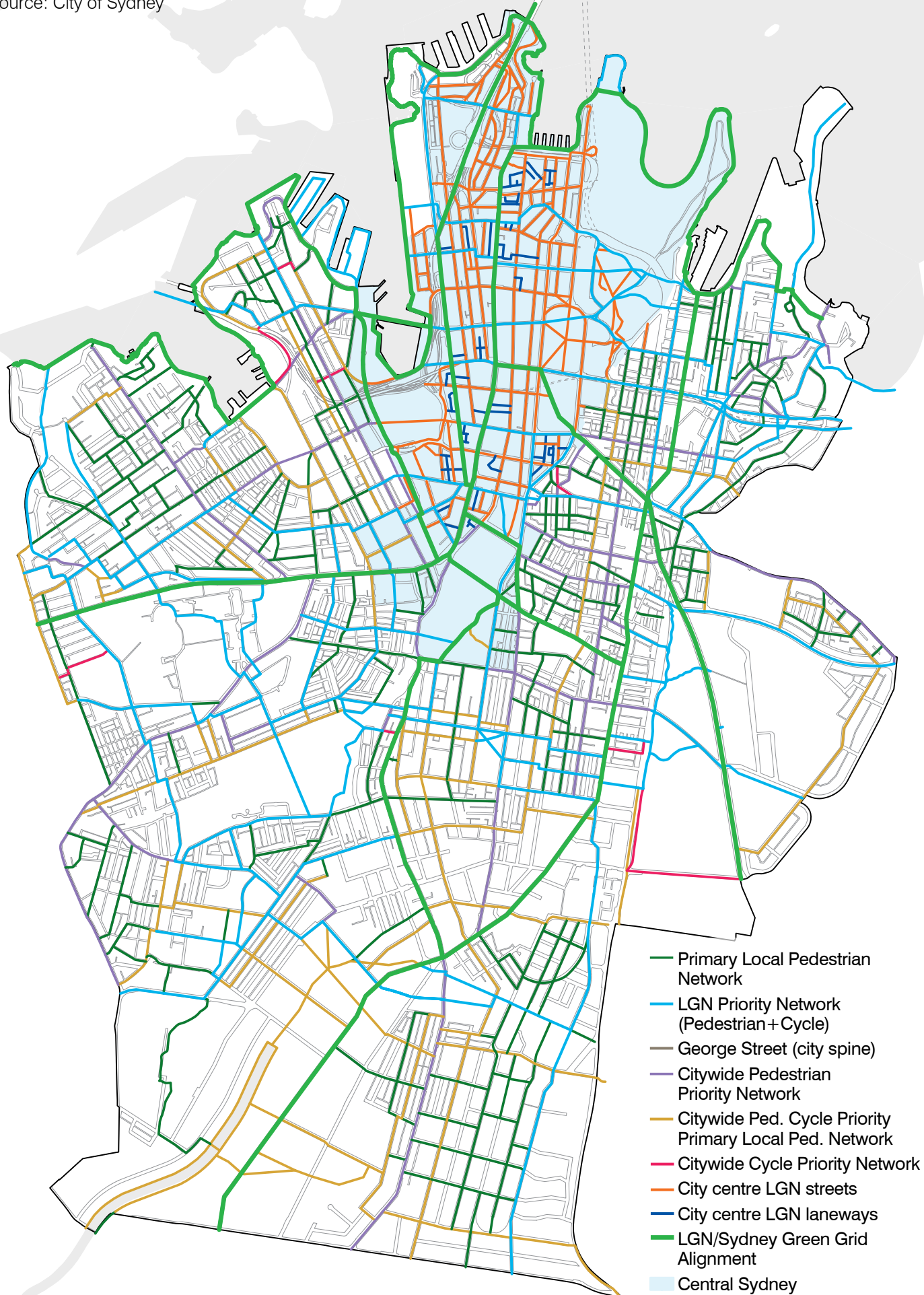
It is important that residents, workers and visitors are able to walk and cycle around a city as large and diverse as Sydney. Many global cities have bike and pedestrian networks with a focus on recreation and leisure, which often frame parklands, foreshores and other scenic attractions.

The Liveable Green Network integrates pedestrian and bike infrastructure with high-quality public domain and increased tree canopy cover, which will help limit the impact of heat in the city. Improvements will include separated cycleways, lower speed limits, widened footpaths and improved crossings.

Public Spaces Public Life

The City has been continually improving the walkability of Central Sydney. In 2007 the City commissioned Gehl Architects to create a blueprint to turn Central Sydney into a people-friendly, public transport-oriented and walkable centre. The Public Spaces Public Life study provided the City a comprehensive set of ideas and recommendations to transform Central Sydney. It informed the strategic directions of Sustainable Sydney 2030 and influenced the Light Rail concept and has helped us transform laneways and public spaces, improve footpath design, implement cycleways and provide wayfinding. More than 10 years on, Gehl Architects are revisiting Sydney to help shape Sustainable Sydney 2050 and the City's work to create a liveable and walkable place.

Figure 19: Liveable Green Network
Source: City of Sydney



Creating a connected city

The integration of land use and transport is at the heart of the 30-minute city. People tend to use the transport network to move from home to the places where they work or undertake other important activities. As the city is the centre of the existing and planned network, we will need to plan for and prioritise the business and other activities that people throughout the region are seeking. The city is host to a number of transport projects that will change the way people access and move around the city, with a priority for new stations at Zetland and Pyrmont.

Decisions around transport projects, such as modes, alignment and station locations, directly and indirectly influence opportunities to improve people's lives. The obvious opportunity is to connect people's homes with their place of work. Workers make up nearly half of the city's daily population. Connecting these workers more effectively and efficiently means they spend less time in traffic and more time at home, and that we are more productive on the whole. Better transport connections have economic advantages by increasing business's access to workers.

The City is committed to responsibly and thoughtfully reviewing land use plans in response to NSW Government investment in public transport projects where it significantly increases the available capacity to move people in the city. The draft Central Sydney Planning Strategy, for example, responds to the four Sydney Southwest Metro stations in Central Sydney by planning for 1.6 million square metres of additional employment floor space.

Land use response to metro station precincts

The City is responsible for planning the areas around transport nodes.

In Central Sydney, to maximise the economic advantage of additional rail capacity and the connectivity provided by new metros, job growth is the priority. This will support the 30-minute city vision.

In locations outside of Central Sydney, the City prioritises jobs growth for retail, entertainment and community uses in the immediate areas around stations (i.e. within a 400-metre radius). Residential development is more suitable in the areas outside that radius and is not the priority immediately above or adjacent to stations.

Genuine mixed-use development in station precincts increases the 24/7 activity in that location, providing a more efficient use of transport systems than purely residential and commuter catchments do. This makes the most out of the opportunities for two-way flow along corridors. These outcomes will increase the long-term economic feasibility of rail improvements and should assist with their business cases. Mixed-use, transit-oriented development needs careful attention to a number of factors:

- The mix, location and intensity of land use, to maximise the long-term economic value of the investment
- Public space provision
- Activation of public spaces
- Interchange facilities, including for car and bicycle share
- Walking and cycling connections, especially from adjacent residential areas
- Low-speed environments on adjacent streets.

Connecting Green Square

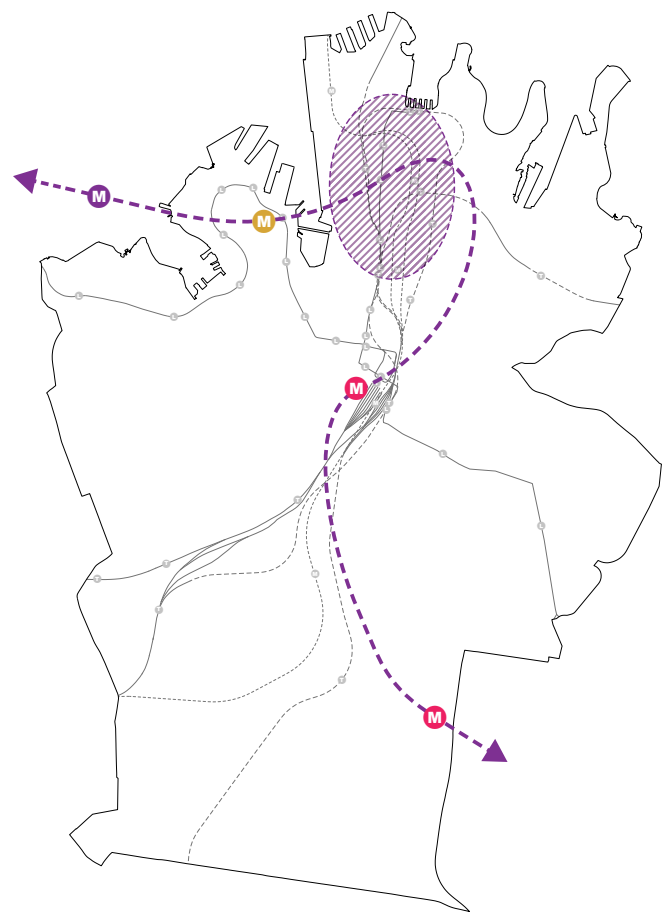
Transport in and around Green Square is increasingly under pressure. There is significant congestion on roads, buses and trains at peak times. Despite the development of the area being linked to the expansion of public transport – the delivery of the Airport Rail Link’s Green Square Station in 2000 – demand has quickly outstripped supply. With dwelling occupancy rates in the area trending upwards, addressing the demand for additional transport services to serve both existing and future populations is critical.

Infrastructure Australia, an independent statutory body with a mandate to prioritise and progress nationally significant infrastructure, has repeatedly listed public transport enhancement between Green Square and Central Sydney as a high national priority with a timeframe of 5 to 10 years. The City has secured a mass transit corridor through Green Square and will continue to work with the NSW Government to deliver a mass transit connection to Central Sydney

Work is underway between NSW Government agencies and the councils in the Eastern City District to progress a number of transport initiatives for south-eastern Sydney. Sydney Metro West is a significant opportunity to serve current and future populations of Green Square with an accessible, reliable and safe connection to Central Sydney and job opportunities in Greater Sydney’s west.

Extending Sydney Metro West to the southeast with a station at Zetland is essential to serve existing populations and planned development. It ensures that planned additional jobs and dwellings are feasible and can be delivered and supported by 2036. Failure to deliver this station by 2028 will mean the largest planned urban renewal area in NSW will be overcome with congestion. This will be a productivity loss for Greater Sydney given Green Square’s position at the head of Sydney’s global gateways (Sydney Airport and Port Botany) and the Eastern Economic Corridor, not to mention the negative impact on the lives and health of residents.

Figure 20: Sydney Metro West



- M NSW confirmed West Metro stations
- hatched circle NSW Sydney CBD West Metro station (location yet to be identified)
- M NSW investigation West Metro stations
- M City recommended West Metro stations
- - Recommended West Metro alignment

Connecting Pyrmont

Pyrmont is a pivotal location in the Eastern City District's Innovation Corridor. Growing business and enterprise throughout the Harbour CBD is critical to Sydney's continued global competitiveness. By including a station at Pyrmont as part of the Sydney Metro West, a continuous employment corridor is established linking Central Sydney, Pyrmont and The Bays. This would accelerate the growth of employment clusters and ensure The Bays and The Bays Market District are not isolated from the Harbour CBD.

By 2036, Pyrmont–Ultimo will be home to more jobs and residents than the NSW Government's urban renewal precincts of Camellia and Rydalmere combined. It will match Sydney Olympic Park in terms of jobs provision. Pyrmont is currently Australia's most densely populated suburb – this alone demands a rail station.

A station at Pyrmont as part of Sydney Metro West would be a catalyst for economic and employment growth in the area. The City is committed to working with NSW Government agencies to respond to infrastructure investment and generate productivity benefits.

Connecting Greater Parramatta to many parts of the Harbour CBD would maximise the economic and employment growth benefits for the Central River City. Providing additional public transport access to the city would allow the city's highly educated, knowledge-intensive labour market access to jobs in Greater Parramatta.

The indirect benefits of locating a station in Pyrmont are also substantial. It would create off-peak and contra-peak patronage, by increasing public transport access to visitor destinations like the Sydney Fish Markets, the Maritime Museum, the Sydney Convention and Exhibition Centre, the Lyric Theatre, the Powerhouse Museum and the Star City Casino. It would provide relief to overcrowded Town Hall station for peak events at Darling Harbour. It would relieve congestion, including from tour coaches, allowing opportunities to transition movement corridors like Harris Street to better places for walking, cycling, working, visiting and investing.

Pyrmont's information media employment cluster

Pyrmont has one of the largest and fastest growing concentrations of information media jobs along the Sydney Metro West corridor, including the corridor's largest and fastest growing employment cluster of internet and data processors.

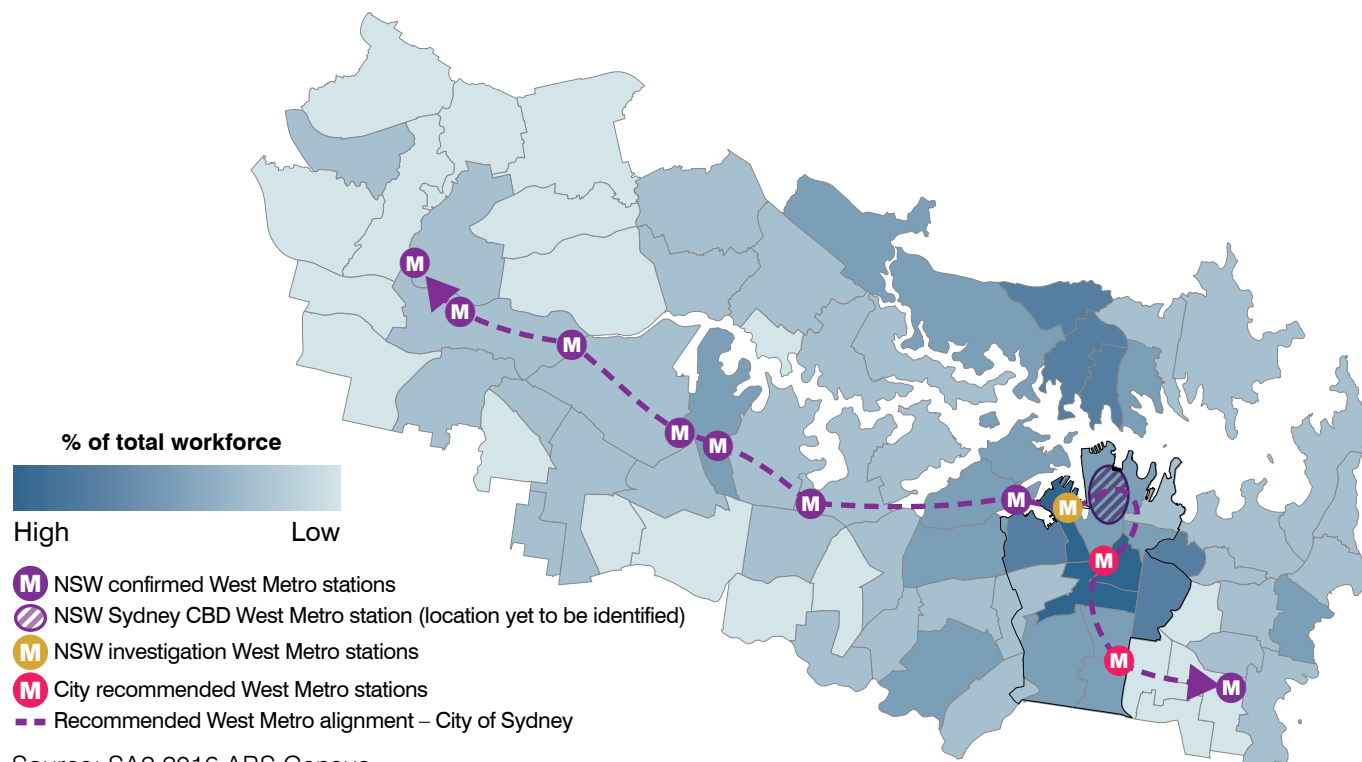
Improving transport access, will allow information media firms based in Pyrmont to better service clients along the east–west axis of this transport corridor, including but not limited to:

- Parramatta and Westmead (University of Western Sydney, Westmead Hospital)
- Rhodes (Unisys, NAB, Hewlett Packard, Citibank)
- Sydney Olympic Park (NRMA)

Other government, professional and financial service organisations are also located along the route.

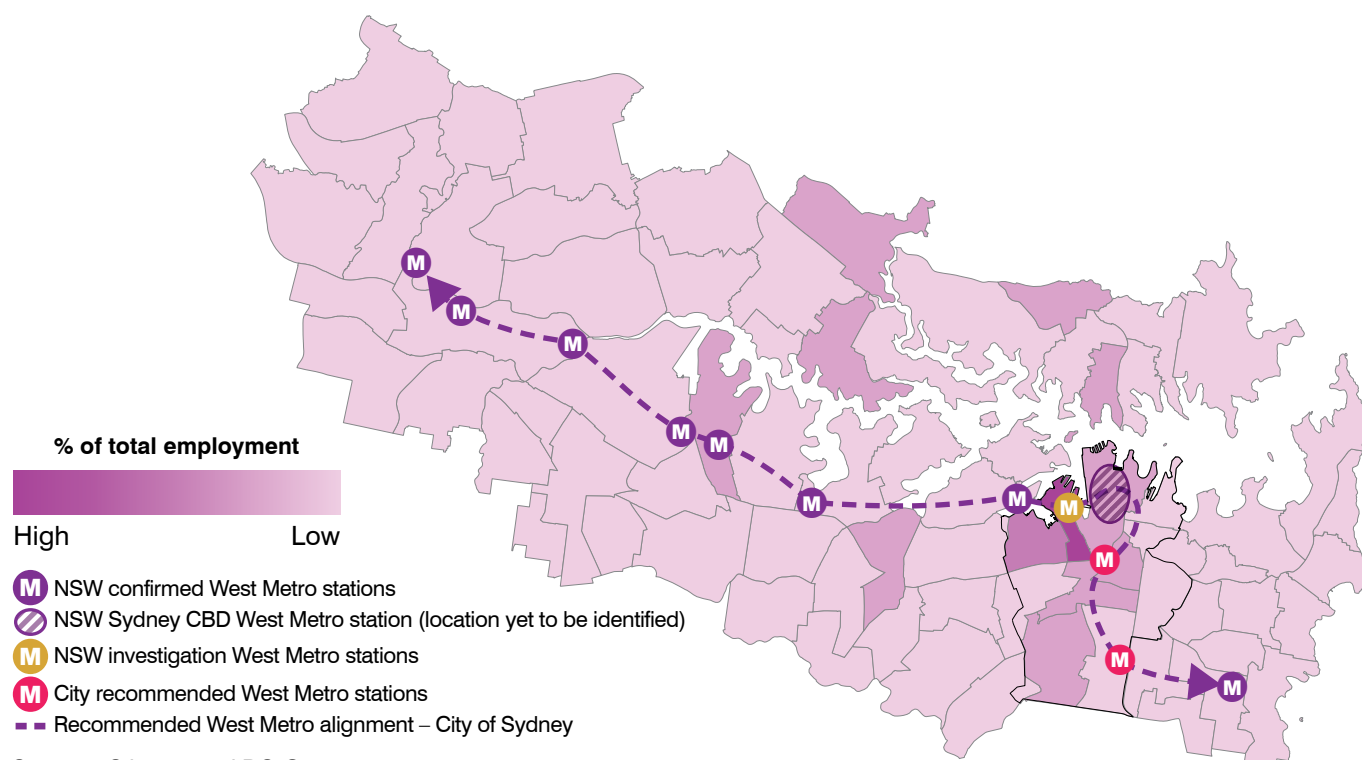
Improving transport access from the local area to Greater Parramatta would also allow businesses in the west to attract members of the city's highly skilled information and media workforce.

Figure 21: Media and Telecommunications workforce by % of total workforce – Sydney Metro West corridor



Source: SA2 2016 ABS Census

Figure 22: Internet and data processing jobs by % of total employment – Sydney Metro West corridor



Source: SA2 2016 ABS Census

Connecting Central Station

The area around Central Station with Ultimo, Haymarket and parts of Surry Hills is the future southern extension of Central Sydney with the Central Station precinct earmarked for an additional 25,000 workers. With Central Station at the centre of the Harbour CBD, a Sydney Metro West station in this location will be an important catalyst for employment and economic growth in the area. It would reduce car dependency and traffic congestion in the area and would support the growth of existing knowledge-intensive employment clusters in the area.

The City is committed to responsibly and thoughtfully reviewing the planning controls for the Central Sydney South precinct in response to catalytic infrastructure like Sydney Metro West. This includes achieving Central Sydney's third new city square at Central Station – an essential place making element that will be the mark of success for the precinct.

For many, Central Station is the first meeting with Sydney. A city square at Central, the 'Third Square', linked to George Street, will provide a quality public setting for the areas growing creative and young professional workforce to socialise, share, innovate and celebrate.

Figure 23: Draft Central Sydney Planning Strategy project idea for future city square at Central Station



Improving east-west movement and Camperdown-Ultimo

The city's topography and historical pattern of development means its major transport corridors run north-south. The same can be said across the Eastern City District where major geographical features, including railway cuttings, universities, golf courses and racecourses, impede the efficient, logical and effective movement of people in large numbers from east to west.

The NSW Government's Future Transport Strategy identifies a new transport corridor for The Bays Precinct to Randwick via Green Square which the City supports. This cross-district link would change the way people choose to move east-west, but also reduce the public transport interchange crowding at Central Station. It could connect existing rail and light rail lines with interchanges at Kensington, Zetland, Green Square, Eveleigh or Waterloo, Camperdown and The Bays Precinct.

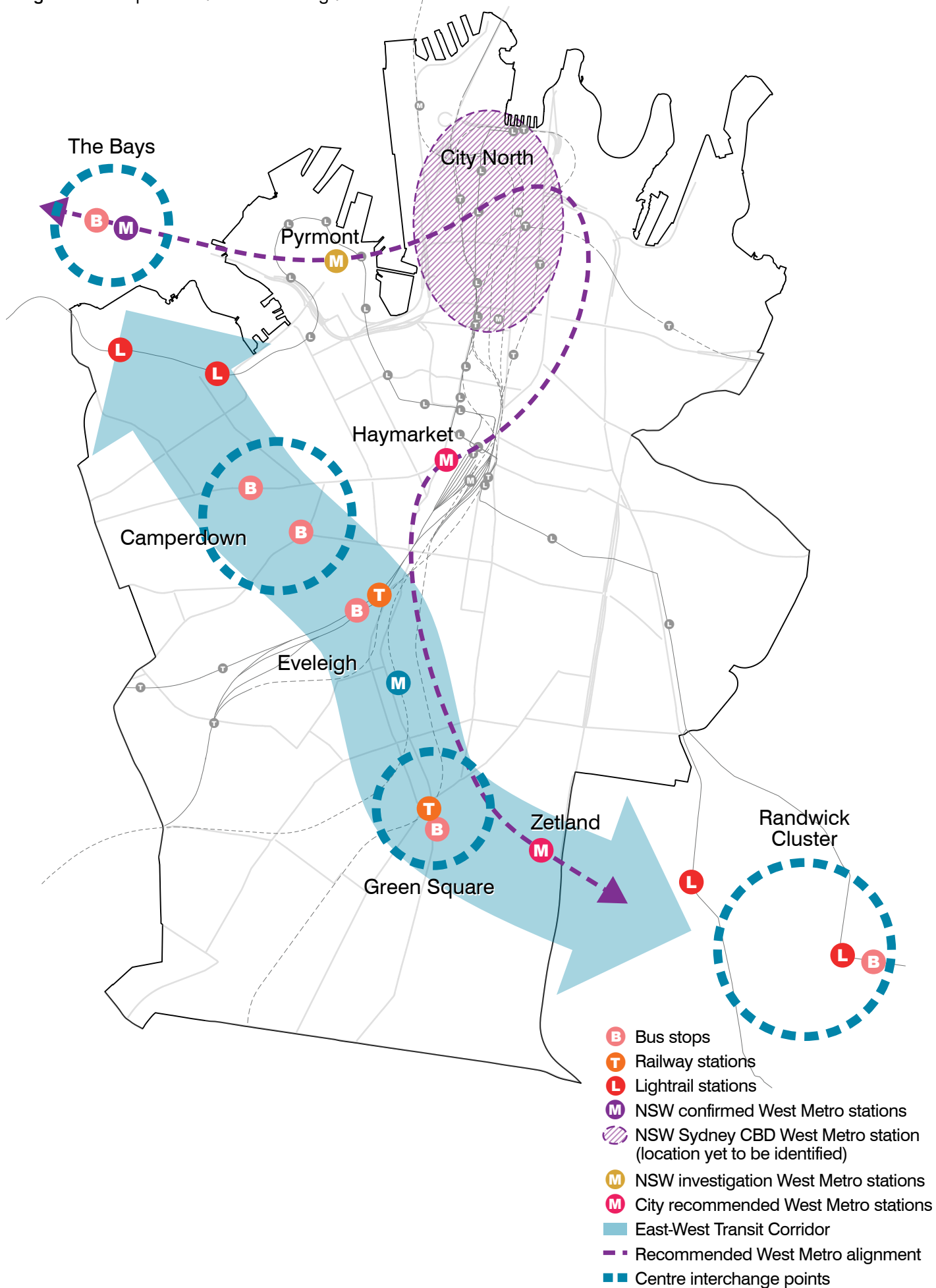
This corridor would serve the Camperdown Ultimo Collaboration Area, fostering the transfer of skills and ideas across economic and activity nodes, and connect to the Randwick Collaboration Area. This corridor could be served by a lower-frequency metro, light rail or trackless tram and improved local access including additional walking and cycling connections.

As a future metro line it could transfer to other metros at The Bays and Randwick with a number of stations in between, serving Camperdown and Sydney University.

The City is also collaborating with Transport for NSW and Camperdown-Ultimo Alliance members on an Integrated Transport Strategy and Implementation Plan.

The Plan will identify short to long term actions for implementation across all aspects of access and connectivity within the precinct and to the Sydney Region to realise its potential as an innovation precinct.

Figure 24: Proposed east-west investigation corridor



Managing the road network

The city's road network serves multiple customers who access different locations at different times. It serves public transport, people walking and cycling, freight and servicing, and commuter or discretionary private vehicle traffic, including through-traffic.

The Greater Sydney motorway network orbits Central Sydney and the city more broadly, with major cross-harbour connections that channel massive flows of vehicles directly into the local area – a large proportion of which are not travelling to the city but simply passing through.

Rail and road projects could assist in reducing the growth of trucks on city roads and reducing through-traffic on streets in southern areas of the city.

Catering for service, freight and delivery vehicles within the city will, however, remain a necessity, as it is for any global city. The city's road network will need to efficiently and effectively cater for industrial, business and urban services activities in the Southern Enterprise Area, which support the economy of Central Sydney and Greater Sydney's global gateways. Similarly, the road network will need to cater for the increased trend for online retail, food deliveries, tour coaches and tradespeople that will service the 1.7 million daily users of the city in 2036.

Solutions for access for these purposes need to consider movement and place issues along road corridors and how to limit their impacts on other city users. Considerations include:

- Freeing up street space for people, by moving freight and servicing activities off-street and outside peak times of people activity
- Assigning precious kerb space to where there is a tangible need for on-street freight and servicing
- Better managing the task of freight and servicing to optimise efficiency and productivity within a movement and place approach and using innovation
- Reducing the impact of last mile deliveries using light modes, including active transport like cargo bikes

- Committing to a gradual reduction of on-street loading and servicing to enable the logistics industry and property owners to make the transition.

Road space management should also continue to be supported by parking management strategies, both on-street (kerb space) and off-street.

Parking supply and pricing in centres are effective determining factors for people choosing to drive, use public transport or cycle.

The City will continue to link the supply of destination parking in developments to the relative level of access by public transport. This will assist broad transport, community and healthy lifestyle outcomes and reduce the cost of development.

The City and the NSW Government have agreed on the Central Sydney On-Street Parking Policy to prioritise kerb space in Central Sydney for the highest-value uses, including taxis, loading and mobility parking.

Much of Central Sydney's off-street parking is subject to a Parking Space Levy. The use of the Levy as a demand management and revenue tool, consistent with a coherent network strategy, has never been optimised since its introduction in 1992.

Elsewhere, on-street parking is controlled by the City's Neighbourhood Parking Policy, to manage parking pressure arising from businesses and residents, and their visitors. The key levers are timed restrictions and paid parking in high-value locations; some drivers with permits are exempt from these.

As the inner city's accessibility increases with the introduction of new metro lines, stations and the delivery of new pedestrian connections, accessibility of areas and the off-street parking rates will require review. Parking and how we use private vehicles is undergoing disruption from new technologies, new platforms (like ride sharing) and growing demand for electric vehicles. The City will need to collaborate with industry, the NSW Government and land owners to maximise the benefits of this global trend, including harnessing its contribution to transition to a low-carbon and energy-efficient transport system by 2030.



Actions

When will
it happen?

11.1

Continue to encourage walking and cycling in the city by implementing the City's walking, cycling and Liveable Green Network strategies, and applying the NSW Government's Movement and Place framework, including working with:

- a) Land owners, universities, institutions, neighbouring local governments and NSW Government to deliver new, improved and safe connections, such as new streets, in particular across rail corridors, infrastructure sites and other barriers
- b) The NSW Government to:
 - i. implement pedestrian and cycling improvements as part of the Sydney City Centre Access Strategy
 - ii. investigate opportunities to improve pedestrian and cycle priority and reduce travel time for people walking and cycling
 - iii. respond to lower speed environments across the city that make streets safer and more liveable, by reducing speed limits with a target of 30km/h
 - iv. ensure better access to major transport hubs
- c) Building owners and businesses to encourage walking and cycling through active workplace strategies and provision of end-of-trip facilities
- d) Reviewing development controls to identify new walking and cycling links.

Ongoing

11.2

Work with the NSW Government to plan for the transition of streets to 'people first' places, applying the NSW Government's Movement and Place framework so streets are healthier, quieter, cleaner and greener with increased footpath capacity throughout the city, particularly:

- a) In Central Sydney
- b) On streets with lower vehicle demand as a result of NSW Government transport investments
- c) On local streets, identifying opportunities for reducing through traffic, to make streets more suitable for walking, cycling and play
- d) On multi-modal corridors with the priority to investigate Oxford Street, William Street, King Street/City Road, Botany Road and Parramatta Road/Broadway and their respective side streets
- e) On high streets and activity streets to support night and day economic, social, cultural and recreational activity and safety.
- f) At transport interchanges.

Ongoing

11.3

Continue to support the global gateways (Sydney Airport, Sydney Harbour, and Port Botany), economic growth within the Eastern Economic Corridor and general servicing of the city, by working with the NSW Government to accommodate essential service, freight and delivery vehicles, yet limit their impacts on other city users by investigating innovative opportunities such as the use of open-access loading docks, shared servicing facilities and dedicated small delivery consolidation points for 'last mile' parcel delivery by other means such as foot, cargo cycle courier or electric vehicle.

Ongoing

Actions	When will it happen?
I1.4 Advocate for the delivery of new metro stations on the proposed Sydney Metro West line, by 2028, at Green Square (Zetland) and Pyrmont, to serve existing and forecast populations.	Ongoing
I1.5 Where a Sydney Metro West station is committed in Pyrmont, work with NSW Government agencies and others to develop a land use framework that: <ul style="list-style-type: none"> a) Promotes employment growth, visitor accommodation, affordable enterprise space, high technology industry, retail, community and cultural uses b) Facilitates improved environments for walking and cycling c) Maximises public and active transport interchange. 	Post 2021
I1.6 Where Sydney Metro West stations in Pyrmont or Central Sydney are committed to by the NSW Government, the City will review its Economic Development Strategy in consultation with councils along the Sydney Metro West corridor to maximise the resulting productivity benefits.	Post 2021
I1.7 Continue to advocate for a light rail from The Bays Precinct (Glebe Island) to Central Sydney to support the Innovation Corridor; and advocate for a mass transit solution from Green Square to Central Sydney and along Parramatta Road to support local trips.	Ongoing
I1.8 Work with the NSW and Australian Governments to promote the economic and employment growth benefits and test the feasibility of increasing transport connections across the city and district, including an east–west transport connection between Kensington, Green Square, Camperdown and The Bays, and the potential for City Deal planning, investment and delivery partnerships.	Ongoing
I1.9 Continue to implement, review and update the car parking policies and controls to support the transition to a net-zero carbon and energy-efficient transport system by 2030, continue promoting more efficient modes of transport including walking, cycling and public transport and manage congestion, including: <ul style="list-style-type: none"> a) Sydney on-street, neighbourhood and car sharing policies b) Planning controls for car parking and servicing, including accessibility mapping, parking rates and market mechanisms to manage parking supply c) Low to zero parking approaches on and in the immediate vicinity of new transport infrastructure d) Adaptive basement design to allow for repurposing as demand for parking decreases This includes working with the NSW Government to review and update the Central Sydney Parking Space Levy.	2021
I1.10 Work with landowners, institutions and government to increase public walking, cycling and transport connections across the city and district, including infrastructure, busy roads, railway lands, institutional lands and golf courses and the like.	Ongoing

Priority 12

Align development and growth with supporting infrastructure

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E1 – Planning for a city supported by infrastructure
- ▶ E2 – Working through collaboration
- ▶ E3 – Providing services and social infrastructure to meet people's changing needs

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 1 – A globally competitive and innovative City of Sydney
- ▶ 10 – Implementation through effective governance and partnerships

Objective

- ▶ The infrastructure to support a liveable, productive and sustainable city is delivered with development

This planning priority sets out the City's approach to long-term infrastructure planning and funding.

This Planning Statement outlines where and how much residential and employment floorspace and growth could occur to 2036. It is an agreement with the community, industry and government for where the city could grow, where it will not grow and most importantly how it will grow.

By having an agreed vision for growth, the City and NSW Government agencies can align their planning frameworks and asset management plans to deliver identified infrastructure to support current and future community needs as the city grows.

Growth not envisaged by this Planning Statement is unlikely to be accommodated within existing infrastructure plans. These proposals must demonstrate that they will deliver the infrastructure required to support their growth.

The Greater Sydney Commission acknowledges that:

“many councils are limited in their ability to invest in infrastructure and its maintenance, within the current settings for council rates and development contributions for local infrastructure. Accordingly, there is a need to continue to work within fiscal limits and manage community expectations for infrastructure while achieving objectives to create great places and support growing communities.”

Greater Sydney Commission, *Metropolis of Three Cities*, page 39

Given the infrastructure funding constraints, councils may not be able to fund all the infrastructure needed to meet traditional benchmarks. The City therefore uses additional funding mechanisms, such as community infrastructure plans, and general revenue to bolster infrastructure funding. The City makes choices about what infrastructure to deliver from all that might be desirable within the funding available. Sharing, adapting and reprogramming infrastructure can help deliver what is desirable within the available funding.

Growth Infrastructure Compacts

The growth scenarios in this statement are dependent on the NSW Government supplying state infrastructure such as public transport and health and education facilities in a timely manner.

The community told us that delivering infrastructure in a timely and cost-effective manner is a priority for the growth of Sydney.

The Greater Sydney Commission has introduced Growth Infrastructure Compacts as a tool for councils to:

- identify the growth potential of a place and explore scenarios for the long-term future
- be upfront about the range of infrastructure and services needed to grow a place, the costs involved and how this could feasibly be funded
- get smarter about staging growth by being selective about where, when and what to invest in to ensure the delivery of successful places
- make the delivery of new places more certain, cost effective and easier to understand for investors, developers and the local community.

The City will prepare a long-term infrastructure plan based on the growth infrastructure compact model. We will seek the NSW Government's commitment to fund and deliver local and state infrastructure through a range of mechanisms in a timely manner. This Planning Statement identifies the long-term growth potential of the city and its various precincts. The next step is to confirm the infrastructure needs, particularly local infrastructure beyond the current 10-year capital works program and state infrastructure. The compact will then identify funding and delivery mechanisms. The processes of identifying and funding infrastructure will be iterative to adjust infrastructure based on funding, asset and programming opportunities.

Approaching infrastructure planning and delivery in this way ensures the City and NSW Government have adequate resources to achieve the planned outcomes in a timely manner. This will support the growth in workers, residents and visitors, maintain our long-term financial sustainability and provide maximum value to the community.

Infrastructure identification

The City's 10-year capital works plan sets out the local and community infrastructure that will be provided to support existing and new populations over the next 10 years. Works and funding to support infrastructure for new populations is captured within the City's contributions plans and community infrastructure plans. All plans are reviewed regularly to address the changing needs of the community and resources available.

The City's long-term infrastructure planning will look at demand for infrastructure based on a range of indicators. These including age, income, household type, cultural background, population density, participation trends, program and space needs, and expressed demand via community engagement. Traditional benchmarks will not be used as a substitute for a localised demand analysis. While benchmarks are useful in identifying areas of focus, over-reliance can result in inefficient expenditure and missed opportunities.

Infrastructure planning will also consider supply. Analysis of existing assets will identify capacity, opportunities and constraints for meeting community demand. This can include the current use of a building, maintenance requirements, location and access relative to demand, capacity to host a range of activities (multi-purpose facilities), potential for adaptation, and the sustainability of ongoing operational costs. Supply analysis may also consider sharing opportunities with other owners and operators, collaborating for district-wide approaches where different councils may focus on different assets and development opportunities within a precinct.

Infrastructure funding

Well-planned and well-funded infrastructure not only has significant benefits for communities by providing essential facilities and services, it also has wider economic benefits. The Organisation for Economic Co-operation and Development (OECD) and the International Monetary Fund have shown that for every dollar of investment in infrastructure, there is generally a multiplier of 1.6 in the form of a boost to short-term employment as well as a longer-term productivity gain to the economy.

The City funds local and community infrastructure through development contributions, community infrastructure contributions and other funding sources, including general revenue and restricted grants.

There are three development contributions plans which apply in the Sydney Local Government Area. In much of the city, the contributions do not fully fund the identified infrastructure due to the NSW Government's cap on contributions. For the infrastructure to be delivered, the gap needs to be covered by council rates and other revenue sources. The funding gap exists regardless of density because the cap is imposed on every dwelling constructed. Combined with restrictions on increases to rates revenue, there is a need for innovative sources of infrastructure funding to support our growing community.

Community infrastructure contributions provide for infrastructure needed because of the optional growth possible under the planning controls. Community infrastructure contributions are used for large-scale development sites and precincts, such as the Green Square Urban Renewal Area. This scheme enables a proponent to opt in to additional floor space and sets out the infrastructure contribution or works in kind needed to support the additional development, which is specified in a community infrastructure plan. The contribution is secured through a voluntary planning agreement.

The City intends to implement community infrastructure contributions to support the draft Central Sydney Planning Strategy. The Strategy enables additional height, floor space or both above the current controls for appropriate development and sets out how the additional development is to contribute towards infrastructure needed to support Central Sydney's global economic role.

The City faces a number of challenges in funding infrastructure. Acquiring land is relatively costly as the area is highly developed and in high demand. This affects some infrastructure, such as open space, more than others types of infrastructure that can be co-located in buildings. Operating, maintaining and replacing infrastructure over time also needs to be funded and is considered when planning infrastructure.

Parts of the city, such as Darling Harbour and The Rocks, are outside of the City's authority and the City cannot collect contributions. Major developments assessed and approved by the NSW Government can also seek and be granted exemptions from development contributions. However, the people visiting and working in these parts of the city still rely on City-provided infrastructure.

There are a number of large scale NSW Government projects in the city which may be subject to NSW Government Special Infrastructure Contributions. The City will seek to have any Special Infrastructure Contributions that are collected within the local area used in the local area and in part allocated to local infrastructure upgrades and provision. Special Infrastructure Contributions must also not affect the provision of affordable housing.

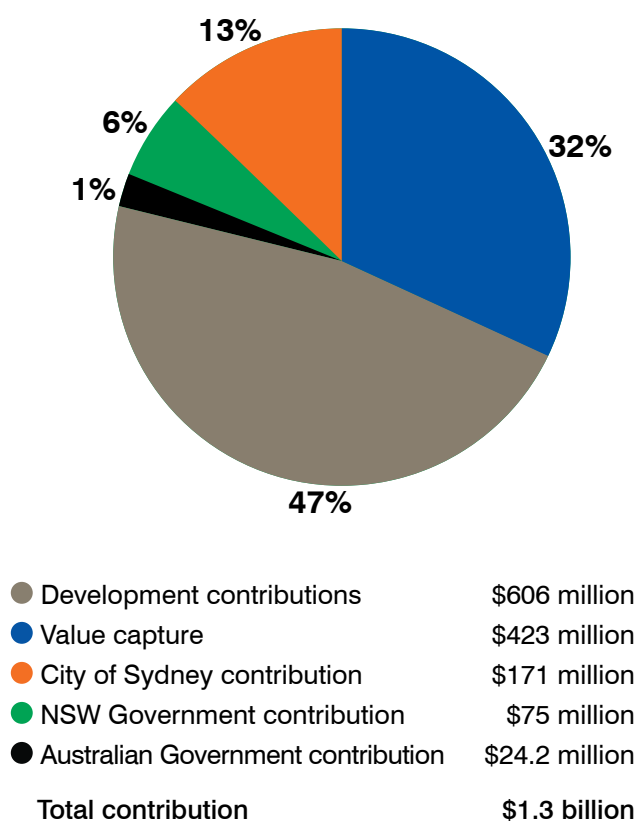
Green Square urban renewal – learnings for Greater Sydney

Urban renewal requires significant funding. Enabling public infrastructure like public transport, drainage and electricity supply is very costly, and much of it is required upfront. In a development environment of high land values, scarcity of available land, and caps on development contributions, innovative sources of funding for councils needs support across all levels of government. Almost a third of Green Square's \$1.3 billion capital works will be delivered via innovative planning mechanisms of community infrastructure contributions in voluntary planning agreements. Despite these funding mechanisms, a 13 per cent gap is needed to be covered by local government. Without the additional contribution of the City, the land could not have been made suitable for development and necessary community infrastructure wouldn't have been provided, risking housing supply and good community outcomes.

The City's contribution extended to NSW-related infrastructure through the part funding of trunk drainage and land for a future transport corridor.

Two innovative funding mechanisms were used in the planning system. The 'deferral model' for the Green Square Town Centre held an amending LEP in abeyance until an infrastructure contribution was secured in accordance with an infrastructure plan. In the wider Green Square area, a community infrastructure contribution is payable in accordance with an infrastructure plan if a proponent opts in to the choice of additional floor space.

Figure 25: Green Square capital funding (2015 values)
– excludes transport, schools and affordable housing



Source: City of Sydney

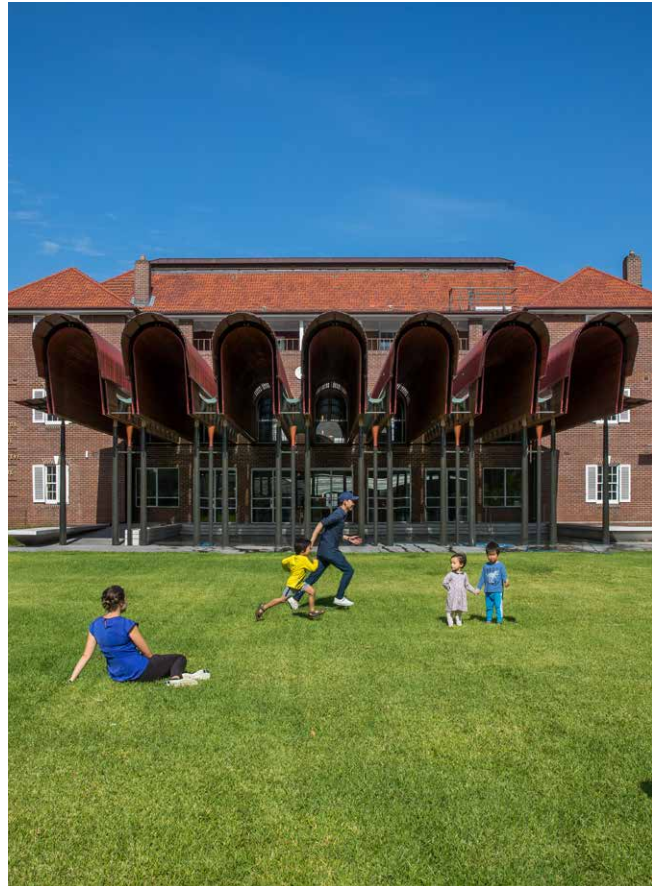
Growth beyond the Local Strategic Planning Statement

Unplanned growth, or growth beyond the capacity described in the Planning Statement, is unlikely to be supported by the existing infrastructure program.

As the City does not have oversight of unplanned growth, including NSW Government projects, it is unlikely the infrastructure needs for these projects have been planned through the City's contributions and capital works plans. Furthermore, the City is unlikely to have the resources to fully fund unplanned growth. Development contributions do not fully fund infrastructure demand due to the cap and the City will have committed general revenue to closing the funding gap on its existing long-term resourcing and capital work plans. It is also unreasonable that the infrastructure need is imposed on existing communities.

As a principle, NSW Government projects will be responsible for delivering additional infrastructure to support the community, including existing gaps and new demand, within their projects. Development on private-owned land will need to deliver or facilitate the delivery of additional infrastructure to support their proposed growth. In each case, it will be assumed that existing development capacity within the area will be delivered and make use of the existing and planned infrastructure.

Unplanned growth will require an infrastructure assessment based on the growth infrastructure compact model. Infrastructure assessments will be applied to different geographies undergoing change, including villages, precincts (such as the Waterloo Housing Estate) and site-specific projects. The infrastructure assessment is to understand the state and local infrastructure demands of unplanned growth, the additional infrastructure that must be delivered for unplanned growth to proceed, the funding mechanisms (such as contributions, value sharing and works-in-kind), responsibilities and timeframes. Infrastructure plans will need to be agreed and secured before planning changes are made.



Actions	When will it happen?
12.1 Assess infrastructure needs in consultation with NSW Government agencies, neighbouring councils and other infrastructure providers.	Ongoing
12.2 Ensure infrastructure including state infrastructure such as transit, health and education, is delivered in a timely manner, including through working with NSW Government using the Growth Infrastructure Compact model to identify the funding, staging and delivery responsibilities.	Ongoing
12.3 Work with stakeholders to deliver infrastructure identified in Council-endorsed strategies, action plans, public domain plans and the City's community strategic plan.	Ongoing
12.4 Work with NSW Government agencies, utility and other infrastructure providers to update and align their Asset Management Plans (or equivalent) to this Planning Statement and other City infrastructure plans and strategies.	Ongoing
12.5 When planning for land use change or growth, collaborate with utility providers to ensure appropriate energy, water, telecommunication and digital infrastructure are planned for, committed to and delivered in line with growth.	Ongoing
12.6 Develop and implement funding and finance mechanisms for planning proposals to ensure the City can manage the supply of community infrastructure for its residents, workers and visitors. This includes: <ul style="list-style-type: none"> a) the continued use of community infrastructure contributions in Green Square b) meeting the intent of the proposed mechanisms in Central Sydney c) new mechanisms in precincts identified for investigation in this Planning Statement d) new mechanisms on any other sites subject to a planning proposal which proposes growth beyond this Planning Statement. 	Post 2021
12.7 Review existing development contributions plans regularly so that they adequately reflect infrastructure needs, and investigate if the City can increase the funds it can collect if funds do not meet the costs of providing infrastructure. This includes working with the NSW Government to repeal the outdated Redfern Waterloo Development Contributions Plan and incorporate affected land and development into the City's contributions plans.	Ongoing
12.8 Investigate opportunities for partnerships to contribute to infrastructure delivery and operation, including public-private and not-for-profit partnerships.	Ongoing
12.9 When planning for growth beyond the capacity of this Planning Statement, or for major renewal projects, assess infrastructure needs, having regard to relevant City plans, policies and strategies and seek to have the demand met by the resulting development.	Ongoing

Priority **I3**

Supporting community wellbeing with social infrastructure

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E1 – Planning for a city supported by infrastructure
- ▶ E3 – Providing services and social infrastructure to meet people's changing needs
- ▶ E4 – Fostering healthy, creative, culturally rich and socially connected communities
- ▶ E18 – Delivering high-quality open space

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 1 – A globally competitive and innovative City of Sydney
- ▶ 6 – Resilient and inclusive local communities
- ▶ 7 – A cultural and creative city

Objective

- ▶ The wellbeing of the city's residents, workers and visitors is supported with high-quality and accessible community infrastructure. Great spaces and places provide opportunities for learning, celebrating culture and social connection

Public open space

Public open space is open space which is owned and managed by either the City or the NSW Government. The public open space network in the city comprises parks and reserves, civic spaces and squares, and linkages. It provides areas for people to relax, play, exercise and gather, and supports strong and healthy communities.

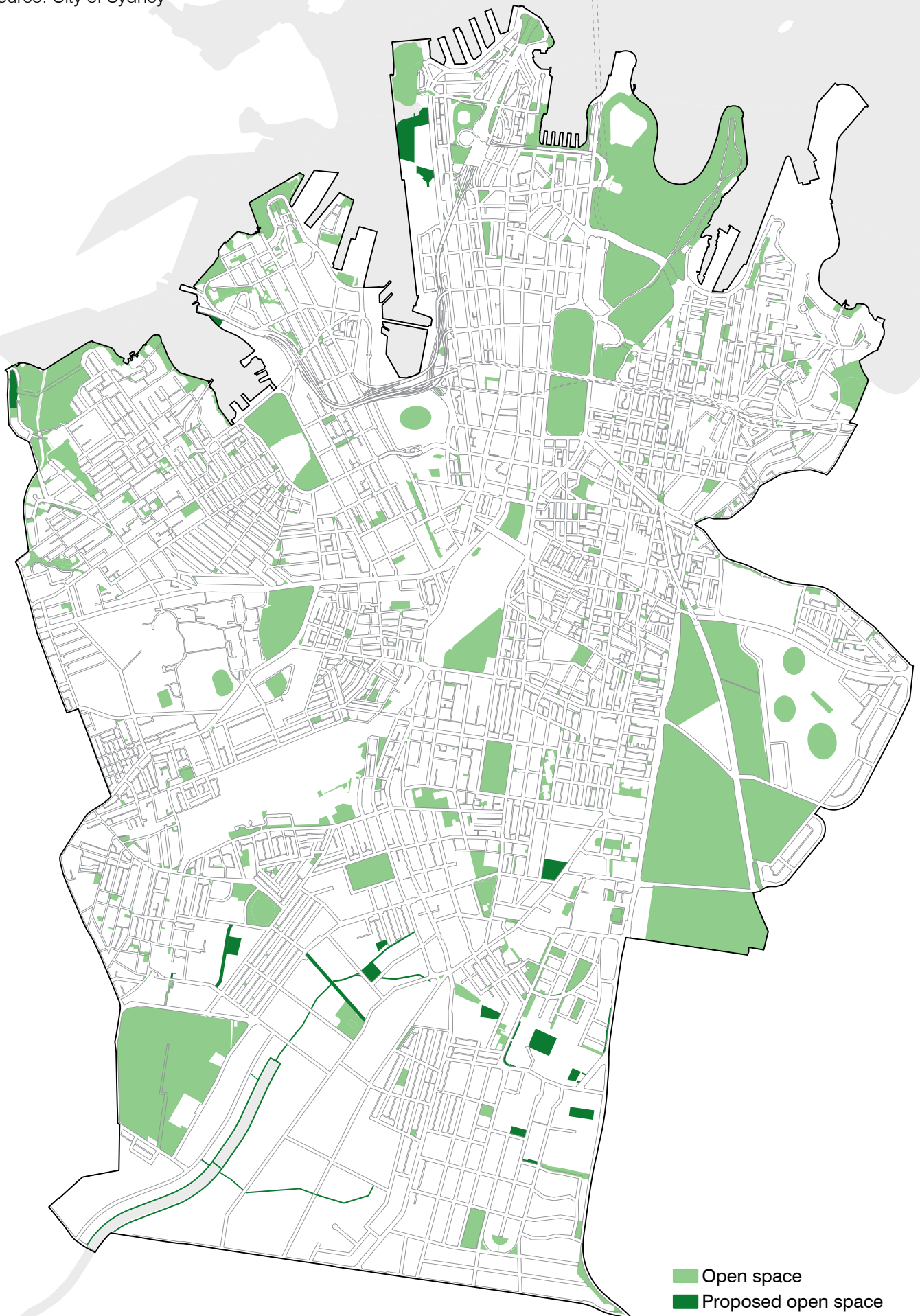
Open space is essential for liveable, healthy cities, with growing evidence of the relationship between public open space, especially green spaces, and improved physical and mental health outcomes. Other benefits of well-designed open space include improved ecosystem health, and the mitigation of the impacts of climate change by reducing urban heat island effects.

As the local area continues to grow and change, the planning and management of open space will need to ensure that communities are provided with quality, safe and attractive open spaces which respond to recreation needs and trends, and support wellbeing and social cohesion, particularly in high-density areas.

The City's Open Space, Sport and Recreation Needs Study 2016 (the Open Space Study) provides a detailed analysis of demographic and recreation trends, along with a strategic framework and action plan to meet open space and recreation needs. The Open Space Study identifies the following:

- There was a total of 386 hectares of public open space in the City's Local Government Area in 2016, (which increased to 392 hectares by 2018), and plans to increase this to 422 hectares by 2030, equivalent to 16.8 per cent of the area of the local area.
- Around 70 per cent of the city's parks are less than 3,000 square metres which limits the range and diversity of facilities and activities able to be accommodated in these areas.
- A range of recreation and leisure facilities are provided for additional recreational activities, including aquatic centres, sporting fields, courts and indoor facilities.

Figure 26: Existing and proposed open space
Source: City of Sydney



Linkages through Central Sydney and the villages, including streets, malls and pathways, are a vital part of the open space network, connecting people to a range of open space areas and recreation facilities. They also provide attractive and convenient places for activities such as walking and cycling, social gatherings and public events.

In addition to the Open Space Study, there are other controls and policies for open space and recreation provision in the City, including the Sydney Development Control Plan 2012, City of Sydney Development Contributions Plan 2015 and the NSW Apartment Design Guide. Open space provision for Green Square used an innovative approach, with public open space locations and design criteria provided in the DCP, and funding for the delivery of open space secured through community infrastructure funding, as provided in the Green Square Community Infrastructure Guidelines.

The Open Space Study forecasts that the ratio of public open space per resident in the city will be 14.4 square metres by 2036. While this is low compared to other areas, it is balanced by other amenities of a high-density urban environment such as accessibility, vibrancy, recreation and cultural infrastructure.

The Open Space Study responds to these challenges through strategic directions and a capital works program, and is guided by what the community has told us about how important safe and accessible green spaces and linkages are to them. Consistent with the Open Space Study, the City is currently working to improve the quality, accessibility and functionality of existing open spaces to cater for the planned growth to serve a diverse community, evolving recreation trends, and to encourage social interaction. New and expanded open space beyond that planned by the City will be prioritised where demand is greatest and will cater for active recreation uses including informal sports and games.

The Open Space Study requires open space provision in major urban renewal areas and individual sites to generally range from 9 per cent and 15 per cent, depending on site density. For NSW Government-led precincts, a minimum of 15 per cent of the site area is required as public open space and the majority being delivered in a consolidated location. Proximity of open space is also important, with the target for all residents to be within 400 metres of a local park. The City will continue to deliver planned open space through the planning framework including the DCP, contributions plans and community floor space schemes.

The City's Liveable Green Network will link open space across the city and complement the Sydney Green Grid which provides regional linkages in collaboration with adjoining councils.

The City will also collaborate with schools, universities and NSW Government agencies to share open space and recreation facilities, and will work with other councils for a coordinated, district approach for open space and recreation facility planning due to available land restrictions. Opportunities to co-locate indoor sporting and recreation facilities in industrial areas are also being investigated.

Best practice management of open space and recreation facilities will ensure that the quality of open space and recreation facilities can be maintained to a high standard over the long term.

Areas of proposed growth above the City's projections and open space works program will need to demonstrate that additional open space and recreational facilities will be made available for the additional population, and is consistent with the Open Space Study, strategic framework, and locational and design criteria.

Case study: Alexandria Park Community School

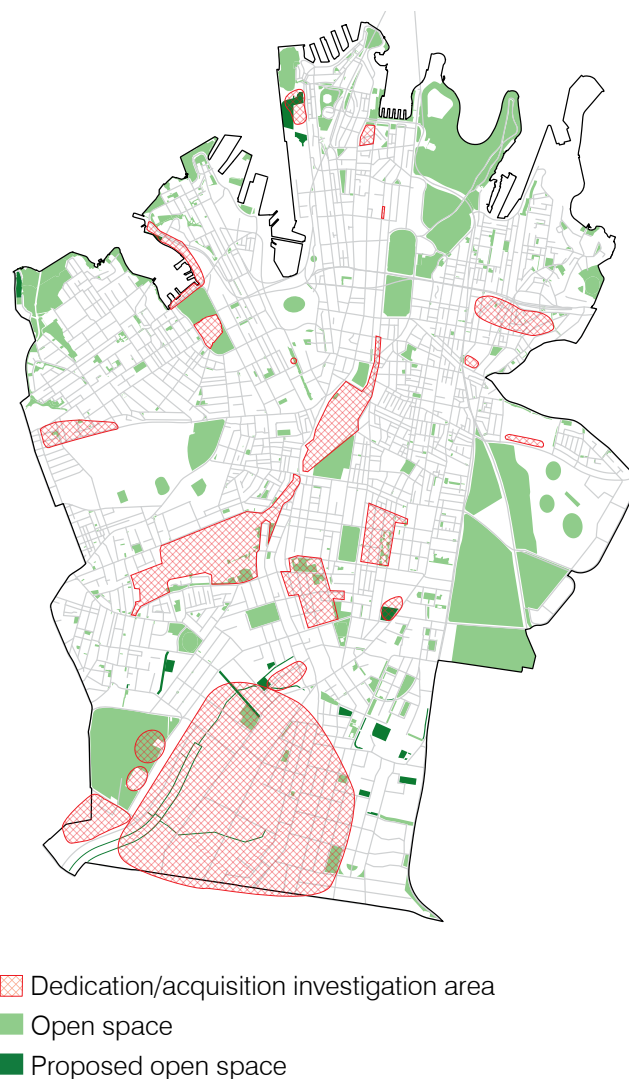
In August 2017, the City entered into a Memorandum of Understanding with the NSW Department of Education to investigate potential joint use projects. The Alexandria Park Community School, which is being redeveloped by the Department of Education, is one school where a joint use arrangement for sharing facilities is being sought.

The redevelopment of Alexandria Park Community School started in early 2019, and will increase capacity from 400 to 2,200 students, from Kindergarten to Year 12. The redeveloped school is expected to be opened by early 2022 with new facilities including a synthetic sports field, two outdoor multipurpose courts, and a multipurpose indoor sports hall.

A separate existing agreement, for phase one of the construction of the new school, involves the closure of Park Road to provide a temporary play area during school hours. Outside school hours, the area will be available for public use.

Discussions between the City and Department of Education to share the new facilities are underway, including maintenance and cost-sharing agreements. Potential arrangements could include use of the sports field by the community out of school hours, closing part of Park Road to allow an expanded, synthetic multi-use sports field to FIFA standards built across the school site and City-owned land, and shared use of the indoor sports facilities.

Figure 27: Dedication and acquisition investigation areas



Source: City of Sydney, Open Space, Sports and Recreation Needs Study 2016

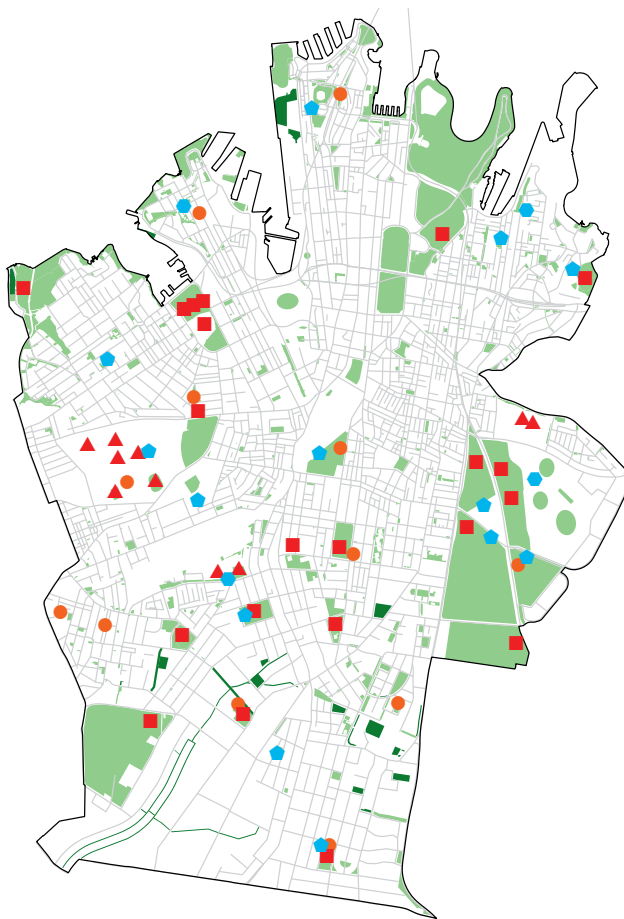


Figure 28: Outdoor recreation

- Open space
- Proposed open space
- Outdoor recreation**
- Multipurpose outdoor court
- Sportsfield
- ▲ Sportsfield (Private)
- ⬠ Tennis courts
- ⬡ Tennis courts (Private)

Source: City of Sydney

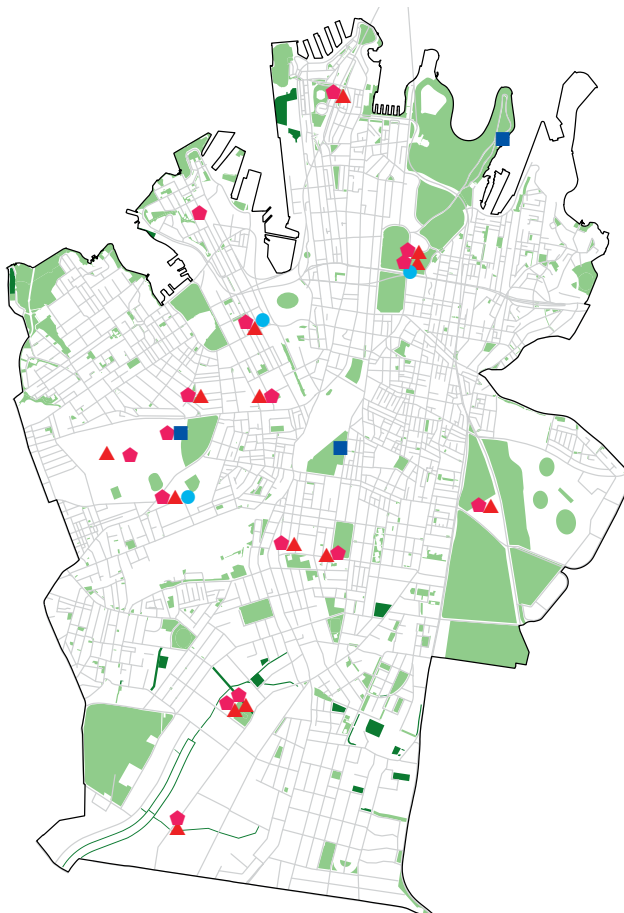
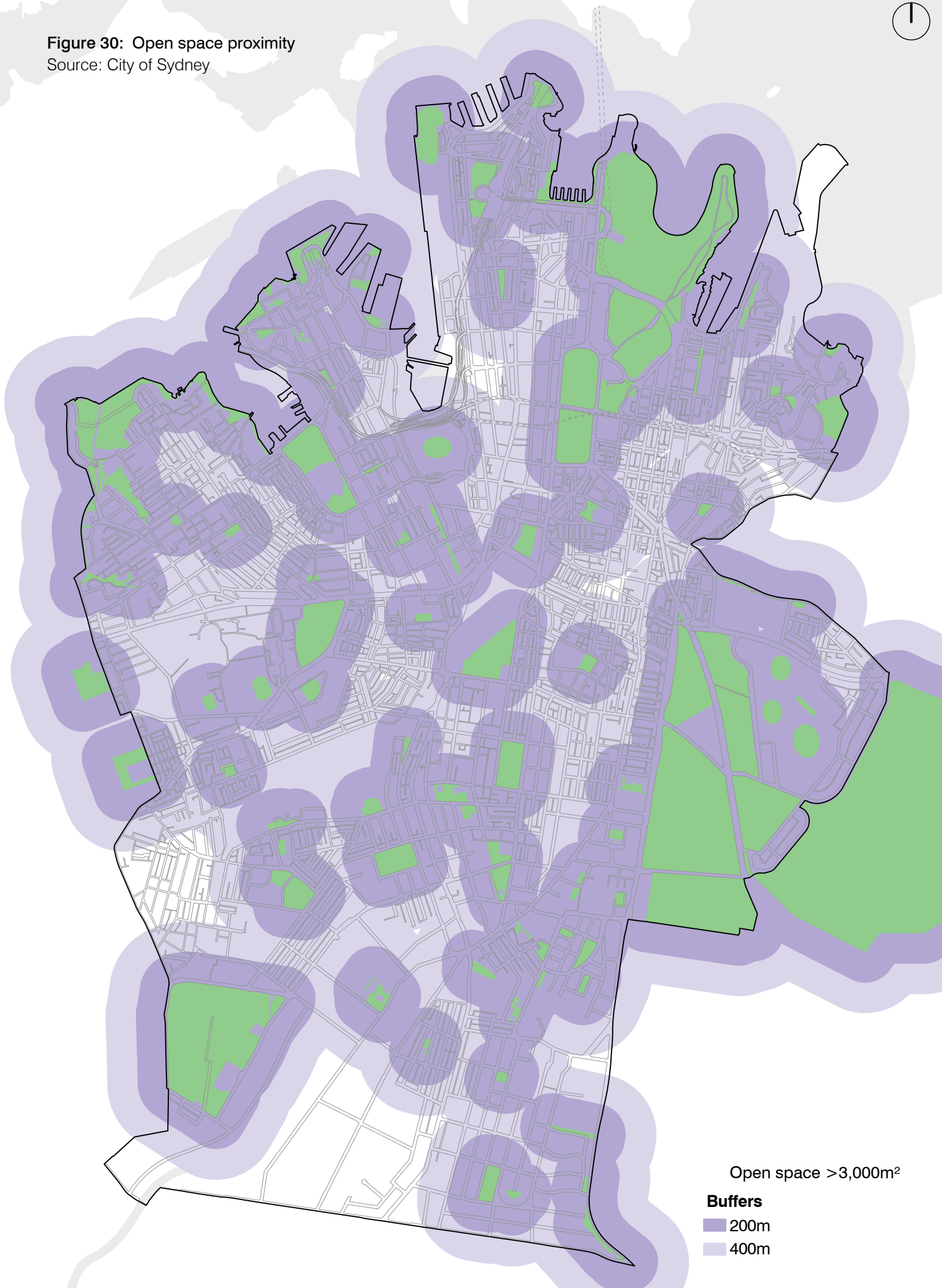


Figure 29: Indoor recreation and aquatic facilities

- Open space
- Proposed open space
- Indoor recreation and aquatic facilities**
- Aquatic facility (Indoor Pool)
- Aquatic facility (Outdoor Pool)
- ▲ Indoor courts
- ⬠ Indoor recreation centre

Source: City of Sydney

Figure 30: Open space proximity
Source: City of Sydney



Open space >3,000m²

Buffers

- 200m
- 400m

Community and cultural infrastructure

Community and cultural infrastructure consists of facilities and spaces that enable learning, creativity and connection, and enhance the wellbeing of individuals and communities. Community and cultural infrastructure brings people together, increases a sense of place and belonging, fosters cultural expression and allows everyone to participate in city life. This forms a key part of the city's identity and reputation as a liveable, connected and dynamic global city, which attracts talent, tourism, businesses and investment.

The City is responsible for planning a range of community and cultural infrastructure, which may be delivered by the City or in collaboration with NSW Government agencies or the private sector. These facilities and spaces may be delivered on existing City-owned land, on land that will be acquired, or may be co-located within current or future developments.

Examples of community and cultural infrastructure are:

- Libraries
- Community centres, which provide a range of programs and activities
- Community meeting rooms and kiosks
- Subsidised office, industrial and retail space for a range of community, creative and cultural tenancies
- Theatres, halls and outdoor spaces for use by the performing arts, festivals, events and community groups
- Early childhood education and care.

The local area has a diverse community with a range of ages and cultures with various interests and demands for community facilities and spaces. There is a need to identify changing demand for these services, and ensure these facilities are adaptable to change, in accessible locations and where possible multipurpose, to maximise their benefit.

The City has experienced an increase in demand for affordable creative space, especially by smaller and not-for-profit enterprises, as the supply of suitable warehouse and industrial buildings has decreased and property prices have risen.

To address demand in the cultural sector, the City has begun developing a cultural infrastructure strategy to develop the capacity of the sector and support equitable access to cultural production.

Generally, a branch library is provided in each of the City's villages. Additional spaces are provided in the city in former town halls for community and cultural activities. In the future, the City will focus more on centrally locating multipurpose facilities that are adaptable for a range of programs.

The City has recently completed new libraries in Green Square and Haymarket to support the growing community in those precincts. The Green Square library offers a range of programs, services and spaces catering to the high density community including bilingual storytime for children, meeting rooms for hire, a music room and computer lab. The new Haymarket Library is located at Darling Square, a vibrant new neighbourhood next to Darling Harbour. The new library will open in spring 2019. The old Haymarket library building on George Street is in an important location for the Haymarket community and the City will look for expressions of interest for its future use.

Childcare is largely operated by the private sector with some services in 'City-owned' centres. The City has constructed four new centres over the past six years and regularly monitors supply and demand through its child care needs studies.

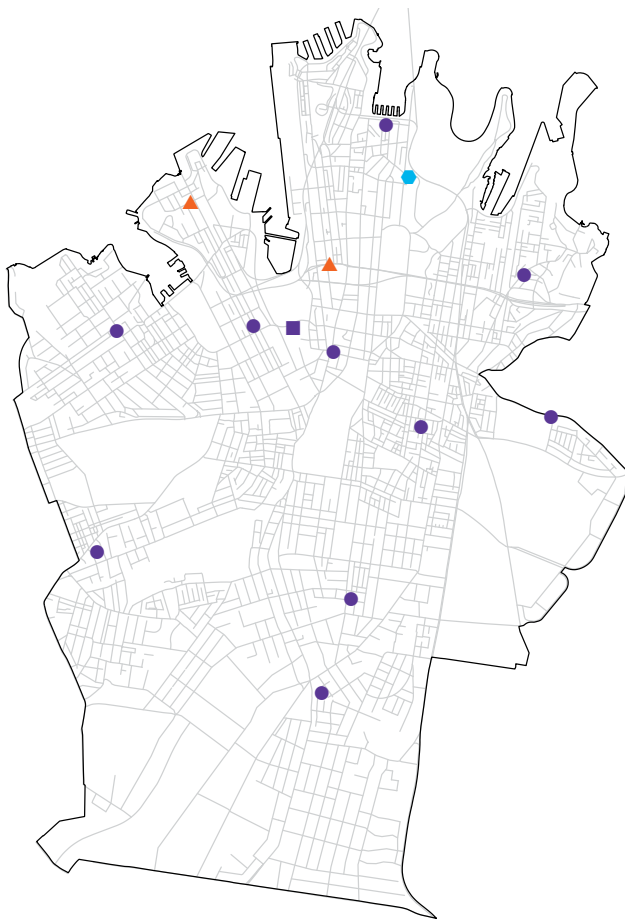


Figure 31: Libraries

- Branch library
- Branch library (unopened)
- ▲ Library link
- ⬡ Metropolitan library

Source: City of Sydney

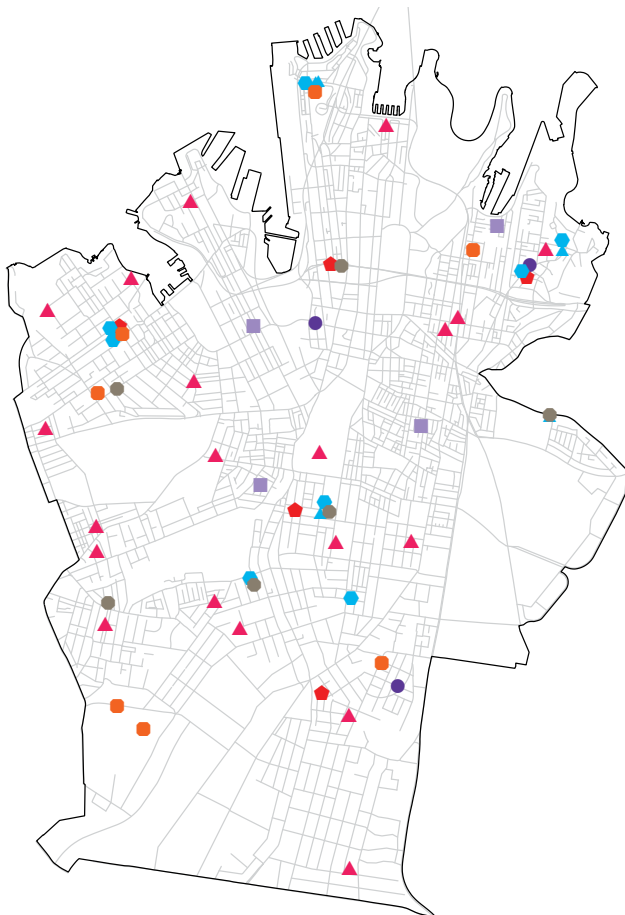


Figure 32: Community facilities

- Community kiosk
- Integrated multipurpose centre
- ▲ Local community facility
- ⬡ Neighbourhood service centre
- ⬡ Subsidised office space
- Town hall
- Venue for hire

Source: City of Sydney

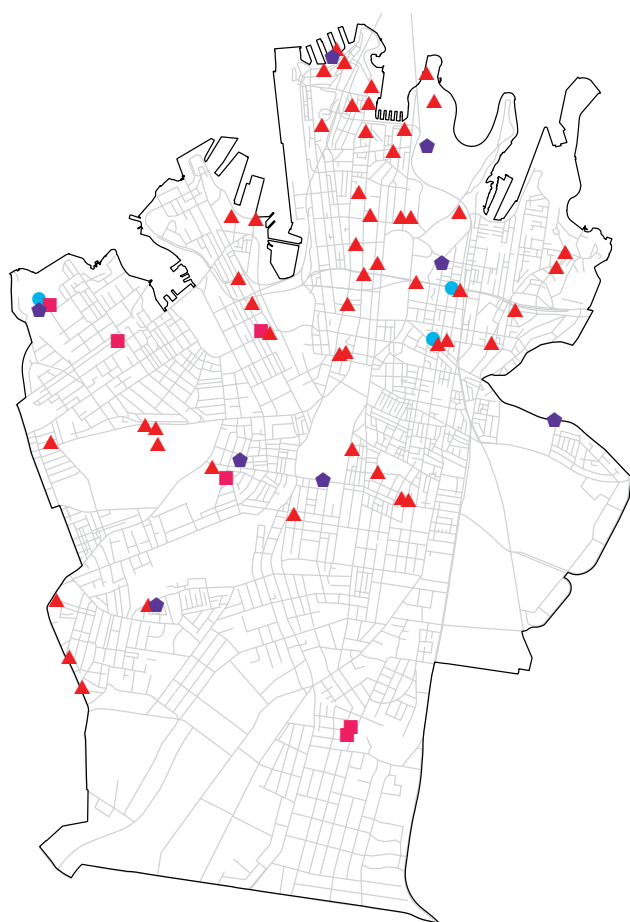


Figure 33: Arts and culture

- Commercial and enterprise space
- Community and participatory space
- ▲ Performance and exhibition space
- ◆ Practice, education and development space

Source: City of Sydney/UWS, 2016

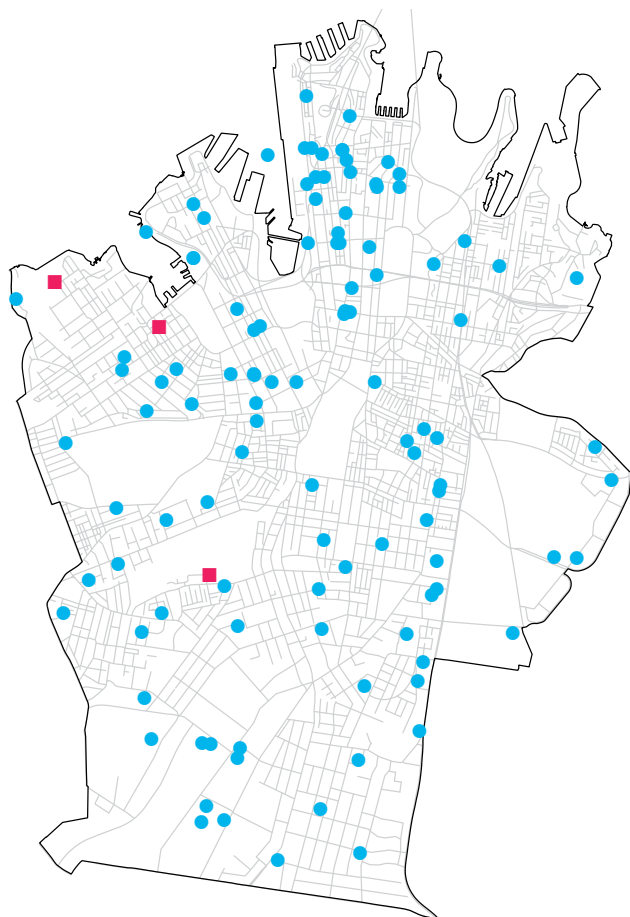


Figure 34: Early education and care

- Long day care, preschool, occasional care (Private)
- Long day care, preschool, occasional care (City operated)

Source: ACEQA and City of Sydney

NSW Government infrastructure

This statement is dependant on the NSW Government supplying infrastructure such as public transport, health and education facilities in a timely manner.

The NSW Government is responsible for providing essential infrastructure which is generally managed at a district and regional scale. This type of infrastructure includes schools, hospitals, major cultural institutions, emergency services, some utilities infrastructure such as water and sewers, and limited roles in other utilities infrastructure such as electricity. This infrastructure complements local community infrastructure supplied by the City, and may also receive supplementary funding from the Australian Government.

NSW Government infrastructure is critical for the day-to-day functioning of cities, and supports residential and employment growth, and the prosperity and wellbeing of cities. It can also determine how resilient the city will be in responding to future technological changes, and stresses such as climate change. NSW Government infrastructure strategies, which identify future plans for infrastructure provision, include the NSW State Infrastructure Strategy 2018–2038 and the Future Transport Strategy 2056.

The number of NSW Government master-planned precincts in the City, including The Bays Precinct and Waterloo, makes coordination of NSW Government infrastructure with the City's planning especially important.

The planning and delivery of this type of infrastructure is the responsibility of the NSW Government. The City advocates for the planning, design and delivery of infrastructure to align with the scale of development planned for the city, and be aligned with the City's own planning and priorities, including those identified in Sustainable Sydney 2030.

The City is working to assess the existing provision of facilities, and identifying whether existing infrastructure can accommodate any new growth, or if upgrades or expansion needs to occur before further growth can be supported.

The planning, funding and sequencing of NSW Government infrastructure is critical. In particular, the planning and protection of land for infrastructure in the early stages of planning, prior to rezoning or urban renewal, reduces risks – time and costs – associated with acquiring land later in the process, and provides greater certainty that development will be appropriately serviced, especially with utilities infrastructure.

Failing to provide the necessary infrastructure for the growing and changing needs of residents and industry could reduce community confidence in the ability of governments to maintain liveability and quality of life expectations, as cautioned by Infrastructure Australia in their report Planning Liveable Cities (2018). A coordinated approach to the provision of infrastructure will provide greater confidence to the community.

The City will continue to advocate for greater collaboration with the NSW Government for the planning, funding and delivery of infrastructure to encourage a coordinated approach to development and infrastructure provision.

The City will also collaborate with utility providers, including Sydney Water (a NSW Government-owned corporation), and other utility providers to ensure that water, sewer, energy, telecommunications and related utilities are committed to and delivered with development capacity. The need for these services will be assessed as renewal precincts are planned. Commitments for the delivery of infrastructure will be needed before planning changes are implemented.

Collaborating with utility providers could also have other benefits for the community, through the delivery of open space gains by advocating for more efficient and sustainable utilities infrastructure, such as undergrounding of services, and stormwater naturalisation projects.

Suitable governance arrangements will also be sought so that this process, especially as it applies to NSW government-led projects, is transparent and accountable.

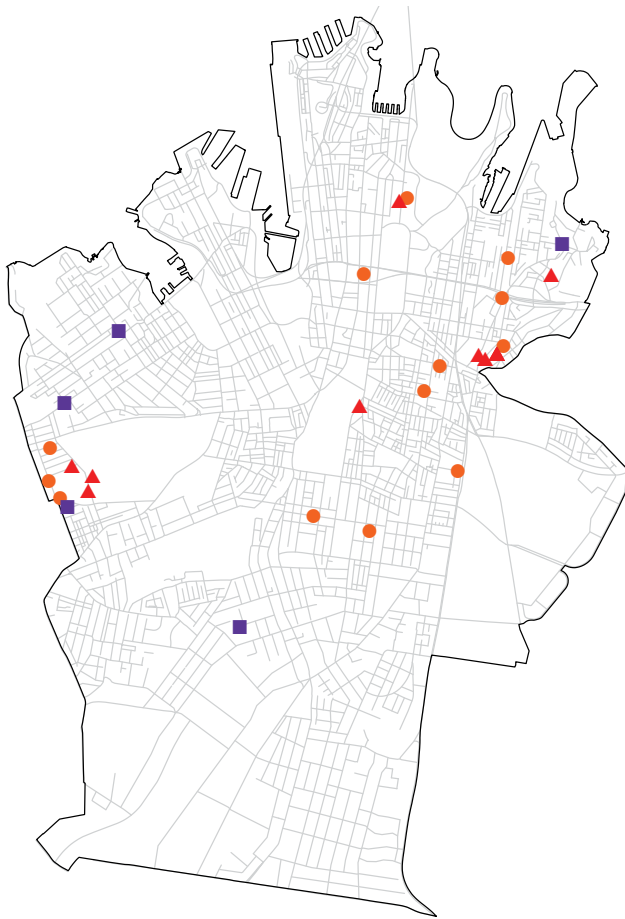


Figure 35: Health facilities

- Community health centre
- Early childhood health centre
- ▲ Hospital

Source: South Eastern Sydney Local Health District, Sydney Local Health District and City of Sydney

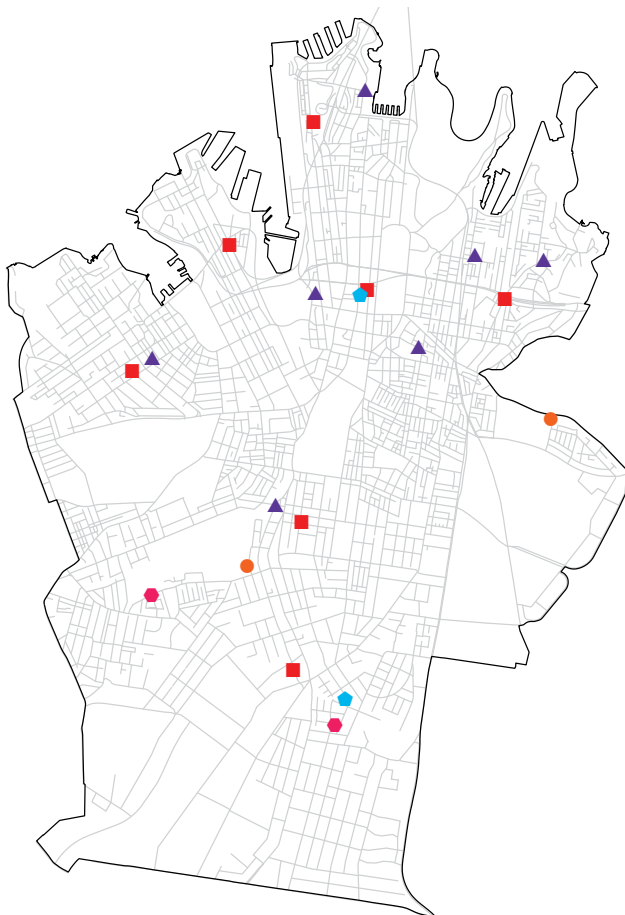


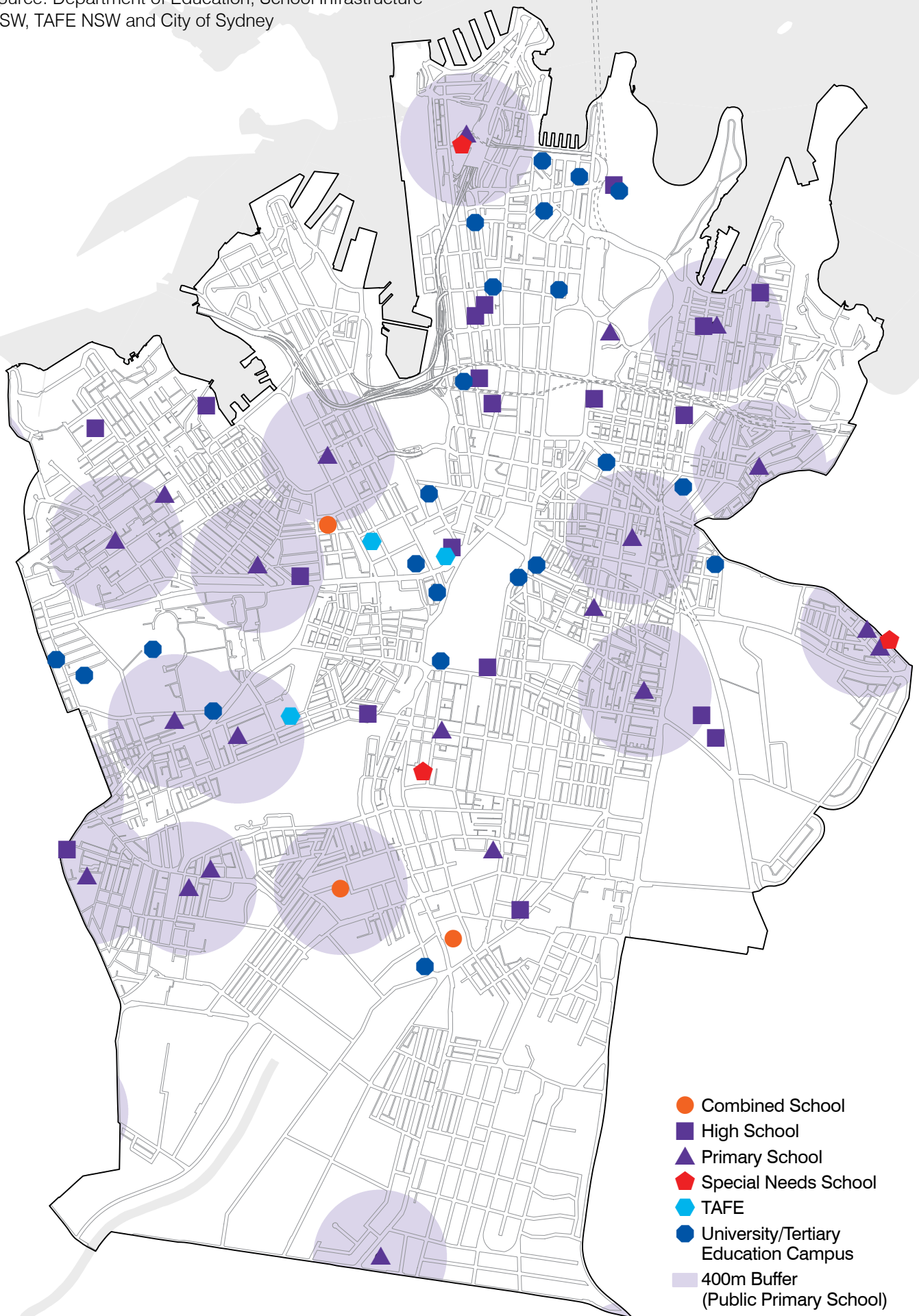
Figure 36: Emergency services

- Ambulance
- Fire station
- ▲ Police station
- ⬠ Rescue
- ⬡ SES

Source: Fire and Rescue NSW, NSW Ambulance and NSW Police

Figure 37: Educational facilities

Source: Department of Education, School Infrastructure NSW, TAFE NSW and City of Sydney



Actions

When will it happen?

13.1

Improve the accessibility, capacity and function of existing community infrastructure by:

Ongoing

- a) Investigating existing infrastructure capacity and community demand for infrastructure
- b) Applying the strategic framework, actions and works program in the Open Space, Sport and Recreation Needs Study 2016, to open space planning
- c) Creating a network of open space, and recreation facilities by creating and improving streets, and other walking and cycling connections through the city, including the delivery of the Liveable Green Network
- d) Co-locating facilities to provide a range and distribution of recreational, sporting and cultural opportunities
- e) Enabling the rezoning of land in the Southern Enterprise Area (business and industrial zones) for public open space.

13.2

Plan for and provide open space to meet the following criteria and outcomes:

Ongoing

- a) All residents and workers are to be within 400 metres of quality, functional open space
- b) Plan to increase public open space provision to meet or exceed 15 per cent of the city's total land area
- c) Major urban renewal areas and individual sites are to provide between 9 and 15 per cent of the land as public open space in a consolidated and accessible location, with high-density projects delivering 15 per cent, as described in the Open Space, Sports and Recreation Needs Study 2016
- d) At least 15 per cent of the site area of NSW Government urban renewal projects and major urban renewal projects are to be delivered as public open space in a consolidated and accessible location
- e) Sunlight to existing parks and public squares is protected and new parks and squares receive adequate sunlight
- f) Integrate the recreational opportunities and benefits of waterways and the 'blue grid' into open space and recreational planning.

13.3

Partner with other councils, NSW Government and other stakeholders to:

Ongoing

- a) Accommodate demand for active recreation and sporting facilities across the District and deliver Sydney Green Grid linkages (district councils)
- b) Share open space and recreation facilities, and community and cultural facilities (schools, universities and NSW Government)
- c) Improve collaboration and coordination of infrastructure planning, funding and delivery by the NSW Government and utility providers, to ensure existing and planned infrastructure supports development and changing demands in a timely and cost-efficient way, and where possible, results in community benefits such as public space gains or upgrades.





02 Liveability

Liveability is about people's quality of life and wellbeing.

The city's liveability is shaped by the homes we live in, the quality and character of our neighbourhoods and the availability of community and cultural activities to foster a strong social and cultural life. The City plans for the range of housing types needed to support our growing and diverse community. We protect our distinctive heritage neighbourhoods and plan local areas to provide the services, recreation and cultural activities to support the wellbeing of the community.

The following local priorities identify how the City will continue to improve liveability for our community:

Priorities

L1

A creative and socially connected city

L2

Creating great places

L3

New homes for a diverse community

Priority **L1**

A creative and socially connected city

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E3 – Providing services and social infrastructure to meet people's changing needs
- ▶ E4 – Fostering healthy, creative, culturally rich and socially connected communities

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 6 – Resilient and inclusive local communities
- ▶ 7 – A cultural and creative city

Objectives

- ▶ Inclusive and connected communities are supported through planning
- ▶ Social services and facilities meet the needs of our changing communities
- ▶ Our community is culturally enriched through the support and promotion of the arts and creative industries

A liveable city is one that supports a high quality of life and wellbeing. It provides great places and spaces designed for people of all ages and abilities, enabling the social life of the city to flourish. Community members will have ready access to a range of facilities and services to support their daily lives in vibrant neighbourhoods, including libraries, parks, community centres, theatres, schools and pools. Well-connected public and active transport networks will support healthy lifestyles and provide easy access to jobs. People will feel safer and more secure in the city. They will benefit from connecting with a beautiful, healthy, natural environment.

The City's approach to the social and cultural life of its communities is guided by *A City of All: Social Sustainability Policy and Action Plan 2018–2028* and *Creative City: Cultural Policy and Action Plan 2014–2024*.

People-focused urban design, planning and placemaking

High-quality urban design, planning and place making can improve the amenity and safety of the city, encourage people to connect, meet, be active, have fun and build strong communities. This is particularly important as the city moves towards higher-density living.

This shift towards living in denser, smaller spaces means that access to shared facilities and spaces in both buildings and in the public domain is critical for supporting health and wellbeing. This in turn will reduce social isolation and loneliness.

Placemaking is a progressive approach to planning and development. It supports socially sustainable cities by integrating physical and social aspects of development. In addition to planning for civil and social infrastructure, placemaking addresses the more elusive attributes of place, including community spirit, aspirations, lifestyle and character. For example, the placemaking strategy for the Green Square Urban Renewal Area includes a variety of actions including providing new community facilities and services, parks and public artworks, delivering public space activation and other community engagement initiatives, ongoing community development work, and monitoring social cohesion. The City will continue to strengthen our placemaking strategies to deepen communities' connections to place and each other. The City will also look to engage with opportunities for not-for-profit (NFP) collaborations and private-public partnerships (PPP) to deliver places of social and cultural value.

Shared spaces through new development

Residents of the City's Green Square Urban Renewal Area told us that people perceived the residents in their building to be a 'community' with which they feel connected. It follows that shared indoor and outdoor facilities and spaces can foster these connections – and that providing opportunities for casual social interaction is a practical way to support residents' quality of life and wellbeing and reduce social isolation. The City will encourage residential developers to contribute to 'vertical communities' that have shared spaces and other facilities to support wellbeing, such as acoustically treated music rehearsal rooms and rooms for sharing tools and domestic equipment.

Infrastructure to meet community and cultural needs

Community facilities are essential for community cohesion. They are local spaces where diverse communities can freely access services and programs, and come together to meet, grow, learn and play. The City is committed to investing in new and renewed community facilities in local villages and neighbourhoods. As our population grows, the number and role of our community facilities in supporting quality of life continues to change. For example, libraries have evolved from "books on shelves" to centres of creativity, lifelong learning and "community living rooms", where visitors enjoy quiet contemplation, socialising or access to free technology. Understanding the changing needs of our community allows us to ensure that we deliver and support community and cultural facilities that are welcoming and resilient.

Creativity and culture is visible and embedded in place

The City has a strong track record in developing or supporting new cultural infrastructure for Sydney. The City owns and makes available to the arts industry the Hayes Theatre, City Recital Hall, Capitol Theatre, Eternity Playhouse and East Sydney Community and Arts Centre, as well as event spaces at Customs House, Paddington Town Hall, Erskineville Town Hall and Sydney Town Hall. Space for creative participation is provided through the Pine Street Creative Arts Centre and the recently completed Joynton Avenue Creative Centre in the Green Square Town Centre.

The City has about 50 subsidised spaces, representing over half of the subsidised creative space in Greater Sydney and housing 140 micro-businesses with about 170 full-time, 250 part-time and 930 casual creative workers.

Figure 38: Eastern Creative and Cultural Precinct - Oxford Street



The City takes a major planning and advocacy role to deliver improved cultural infrastructure in Sydney and partners in the development and operation of cultural spaces, including through the planning framework.

The lack of affordable and available work, rehearsal, studio and meeting spaces for professional art form development and creative practice by small companies and individuals is a threat to the city's cultural and creative life. The usability of existing rehearsal spaces is also a persistent challenge, including that noise complaints or operational restrictions mean the use of many spaces is limited to certain times.

The City will investigate changes to existing regulatory processes and planning systems to address relevant barriers that unreasonably inhibit creative initiatives. It is also reforming its planning framework, improving regulation and providing guidance to support future cultural needs, including infrastructure.

Guided by the City Art Strategy, the City supports public art to create engaging public space that reflects the culture of our time and the role of artists in shaping a city that expresses its unique qualities. Public art benefits developments and the city as a whole. The involvement of communities, developers, artists, architects and landscape architects in public art makes Sydney a more interesting, distinctive and culturally diverse city. Through public art, new development contributes to the cultural vibrancy and social inclusiveness of the city.

The City Art Strategy includes a range of programs including the integration of public art in local villages and major infrastructure projects. It also includes the Eora Journey, a visionary project which recognises and celebrates the living culture of the Aboriginal and Torres Strait Islander communities in Sydney.

Planning for culture and performance

Successful global cities provide a wide range of opportunities to create or experience cultural life, leisure and entertainment options. Small art galleries, performance spaces and music venues, as well as co-working spaces, startups and social enterprises, are incubators for Sydney's creative life. They diversify the night time economy, attract tourists and provide places for people to produce and engage with local culture.

The planning and regulatory environment affects the space available for cultural activities. Cultural activities are often difficult to define, can involve a range of uses, may be temporary and often take place in older buildings. Approvals can be costly with expert advice needed to manage issues like fire safety and residential amenity. There is little guidance specific to cultural uses about planning and regulatory processes. Smaller, independent and community-based cultural activities are disproportionately affected due to their limited resources.

The City is investigating a series of planning reforms to support cultural activities including allowing minimal impact small-scale cultural uses to take place in existing shops and businesses without an approval, new planning guidance for cultural uses that require approval and reviewing zoning to ensure opportunities for cultural activities. We have also recently identified a late night arts and cultural precinct in North Alexandria and are providing incentives for night-time businesses to host performance.

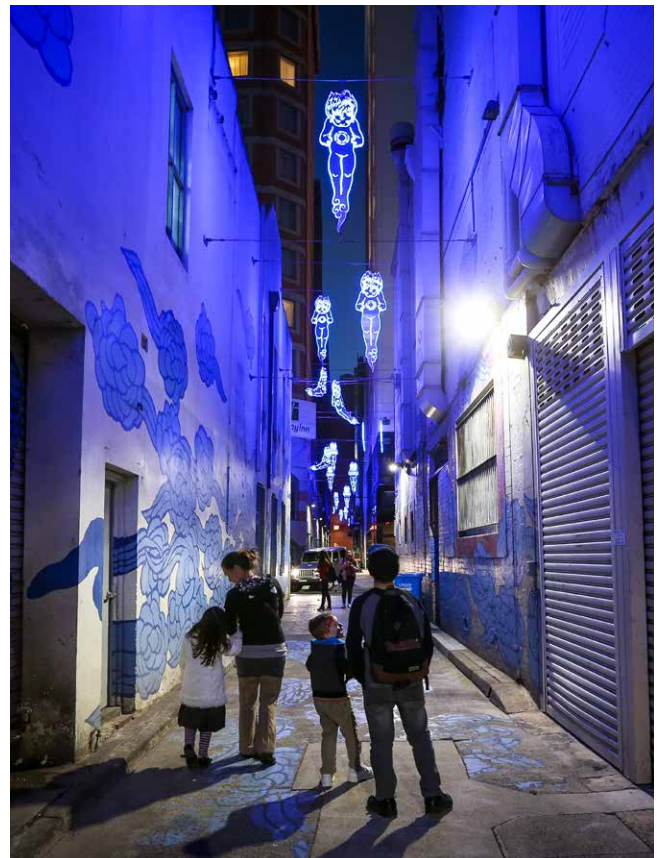
The Sydney live music and performance sector makes a substantial social, economic, and employment contribution to Sydney and is vital to the City's cultural life. Based on the City's Live Music and Performance Action Plan (2014) we are investigating planning reforms to support performance venues by reducing uncertainty and complexity and better managing entertainment sound. The City intends to have a fairer way of managing entertainment sound by introducing the "agent of change" principle in the planning controls. This will require new development to manage and respond to existing noise conditions. This approach protects long standing venues and provides suitable amenity for residents.

Recent changes in Kings Cross and the surrounding area have created the opportunity to reimagine and revitalise the area's night time offering as a performing arts precinct building upon existing theatres, such as the Griffin and Hayes companies, and other venues and the area's unique history of performance, the arts and nightlife.

Recent planning control changes have incentivised performance uses in late night precincts and protected non-residential floor space along Darlinghurst Road.

The City will work with others to realise opportunities for performance and investigate planning approaches to protect existing performance space, encourage the development of new spaces and ensure a supportive planning framework.

Figure 39: Kimber lane, Haymarket: Artwork 'In Between Two Worlds' by Jason Wing



Lively places and good neighbours

Many of the city's neighbourhoods are lively and vibrant places created by the mix of businesses, activities and neighbours.

Living in mixed use neighbourhoods and near high streets and centres brings many advantages such as being able to walk to places, having daily needs and services close by, and having a greater choice for shopping, socialising and going out in the neighbourhood. Living in these places comes with the understanding that there will be a level of activity and sound from people carrying out their business, socialising and enjoying their neighbourhood. This is part of the city's character and what makes it different from many other places in Sydney and one of the good reasons for choosing to live in the city.

The City and other government agencies work to balance the effects of all the activities needed for a functional and attractive place to live and work. This includes managing sound from night-time businesses and performance venues. However, quicker and more positive outcomes are often achieved by neighbours and businesses working together. Building relationships and talking to your neighbours or local business is important. This could include introducing yourself to your neighbours or local venue, having regular communication, meetings or social events for locals at the venue and letting people know who to contact if there is a problem.

Cultural uses as a strategic need

In order to promote and support the City's cultural and creative life, the City proposes to investigate amending planning controls to include cultural uses as a strategic need, for example artist workspaces and/or residences. This could be similar to an existing community floor space mechanism in our planning framework. The City is also developing a cultural infrastructure strategy to encourage and guide the provision of places and spaces for cultural activity. The City will engage business and commercial developers to incorporate temporary and long-term creative workspaces into new developments, for example through the use of voluntary planning agreements.

Creating space for culture

Overall, 27 per cent of Australia's creative jobs are in Greater Sydney^{iv}. Between 2007 and 2017, the city lost about 70,000 square metres of creative industry floor space, and the number of people working in cultural and creative jobs in the city rose by only 1.84 per cent, well behind overall jobs growth, of 29.19 per cent^v.

With a new 45-year lease, the National Arts School in Taylor Square will anchor the Eastern Creative Precinct that brings together teaching, business, arts, creativity and performance. The Precinct extends across key areas of the Oxford Street and Crown and Baptist Streets village areas, including Surry Hills and Darlinghurst. The City will investigate opportunities to develop, support and maintain the creative arts and cultural uses in this precinct to revitalise the traditional creative and night-time hubs of Oxford Street and support growing creative industries and information media clusters in the area (See Priority P2).

Actions	When will it happen?
L1.1 Provide public and publicly accessible spaces that are inclusive, good quality, accessible and activated for diverse people and communities and contribute to the social life of the city.	Ongoing
L1.2 Enhance the amount and quality of spaces available to support social connectedness and sustain quality of life in an increasingly dense urban environment including through provision of dedicated public open spaces and shared or communal indoor and outdoor spaces in new developments.	Ongoing
L1.3 Improve the accessibility of the public domain for people of all ages and abilities – with a focus on children and young people, older people, and people with disability – including through the delivery and improvement of inclusive and accessible public spaces, amenities and facilities.	Ongoing
L1.4 Prioritise the preservation of and investigate approaches for no net loss of creative, arts and cultural floor space, including production and performance spaces.	Ongoing
L1.5 Investigate planning approaches to support a creative and cultural precinct around Oxford Street and Taylor Square in collaboration with institutions, businesses and other stakeholders in the precinct.	2021
L1.6 Encourage the inclusion of soundproof music practice rooms and communal rooms for entertainment and sharing tools, domestic equipment and children's toys in high-density housing developments and plan for the inclusion of such spaces in NSW Government projects and major urban renewal precincts.	Ongoing
L1.7 Encourage proponents to incorporate appropriate cultural infrastructure and creative workspaces into new developments, for example through the use of planning agreements and plan for the inclusion of such spaces in NSW Government projects and major urban renewal precincts.	Ongoing
L1.8 Implement the “agent of change” principle in the planning controls to manage noise fairly, maintain residential amenity and support cultural and performance activity.	2021
L1.9 Review planning controls to streamline approval processes and provide guidance for small-scale cultural uses.	2021
L1.10 The City will support and investigate the revitalisation of the Kings Cross night time economy as an emerging performing arts precinct.	Post 2021

Priority **L2**

Creating great places

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E4 – Fostering healthy, creative, culturally rich and socially connected communities.
- ▶ E6 – Creating and renewing great places and local centres, and respecting the District's heritage
- ▶ E16 – Protecting and enhancing cultural landscapes

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 4 – A city for walking and cycling
- ▶ 5 – A lively and engaging city centre
- ▶ 6 – Resilient and inclusive local communities
- ▶ 7 – A cultural and creative city
- ▶ 9 – Sustainable development, renewal and design

Objectives

- ▶ Local centres and activity streets are a focus for the community's social and cultural life and support health and wellbeing
- ▶ Indigenous and non-indigenous heritage is conserved and maintained
- ▶ The character of unique neighbourhoods is protected and celebrated
- ▶ The city exhibits design excellence

Liveable and walkable neighbourhoods

Walkability supports the liveability of the city. Walkable neighbourhoods promote active healthy lifestyles, social interaction and connection. They reduce the cost and energy use associated with transport.

Walkable neighbourhoods have safe, comfortable and well-connected paths to the local community's daily needs within an easy walk of 5 to 10 minutes. The most important needs include access to fresh food, parks, public transport (providing connections to other opportunities and services), local community services and primary health services. Groups of walkable neighbourhoods create the city's villages.

The community told us that great places must be pedestrian centric.

The City will make neighbourhoods more liveable and walkable by:

- making active streets more continuous to support walkability while maintaining centres and local character (see Figure 50: Existing and planned activity streets)
- improving walkability by increasing the safety and comfort of streets and providing direct, pleasant, sociable and interesting walking connections
- providing opportunities through the planning system for businesses and service to provide the daily needs of local communities within an easy walking distance as shown in Figure 41 to Figure 48.

Figure 40: Walkable neighbourhoods

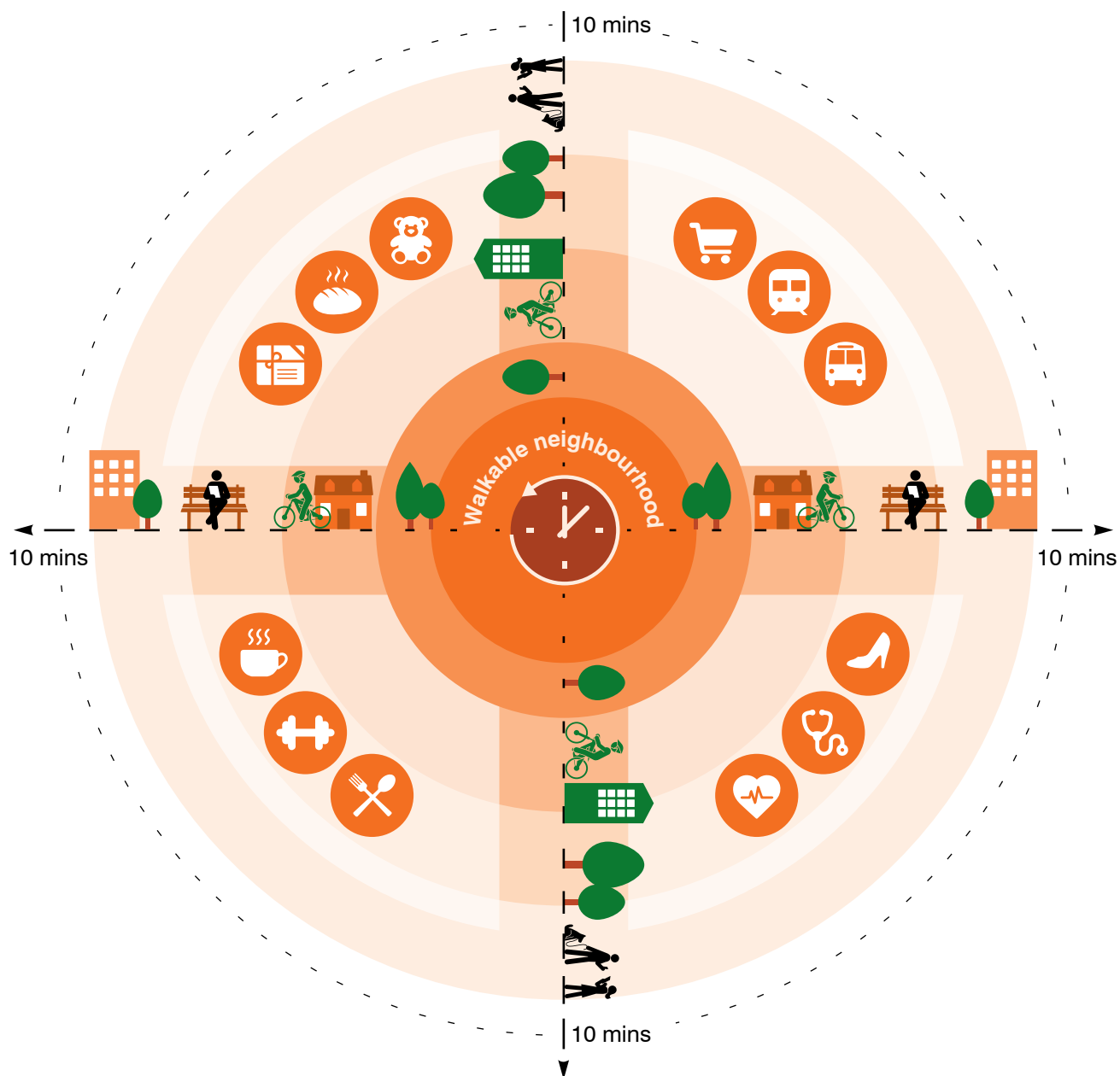


Figure 41: Walkable distances to community centres
Source: City of Sydney

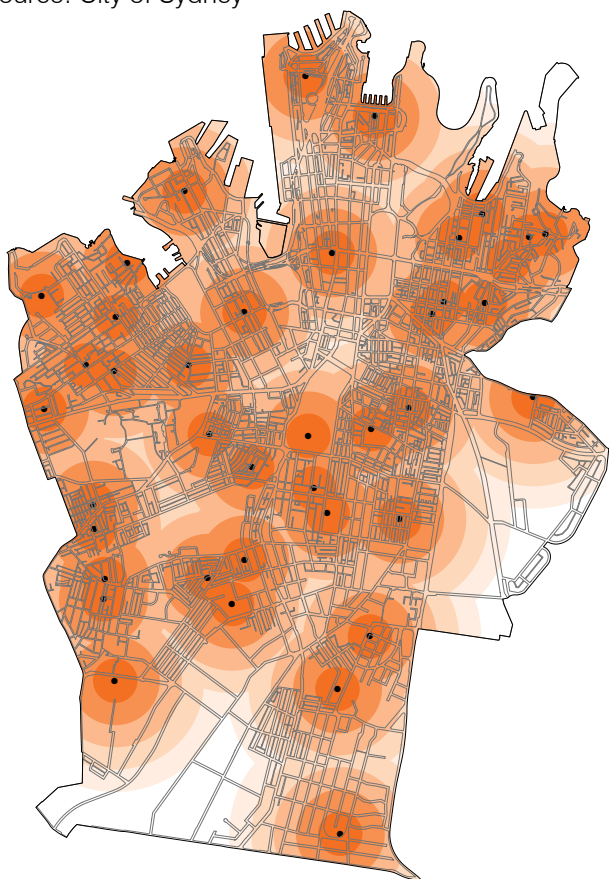


Figure 42: Walkable distances to fresh food
Source: City of Sydney

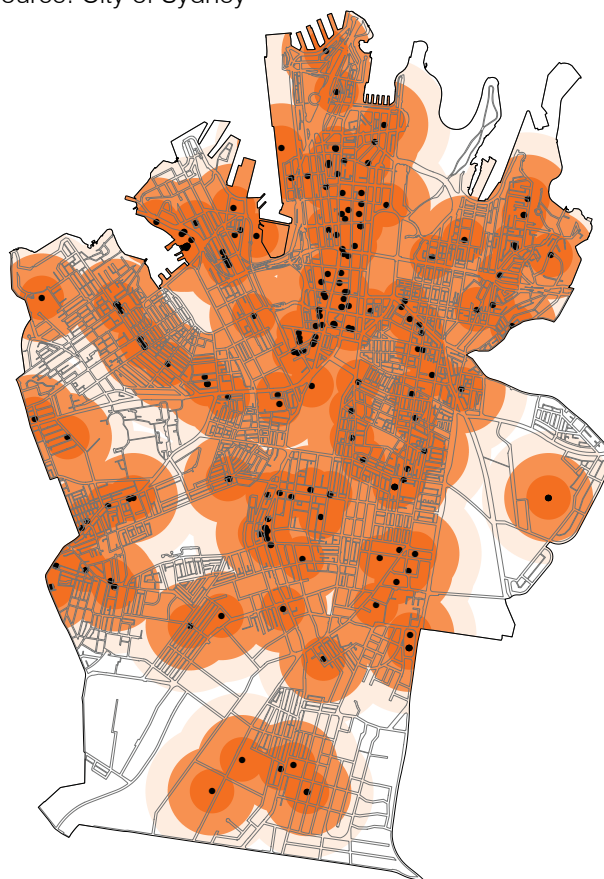


Figure 43: Walkable distances to General Practitioners
Source: City of Sydney

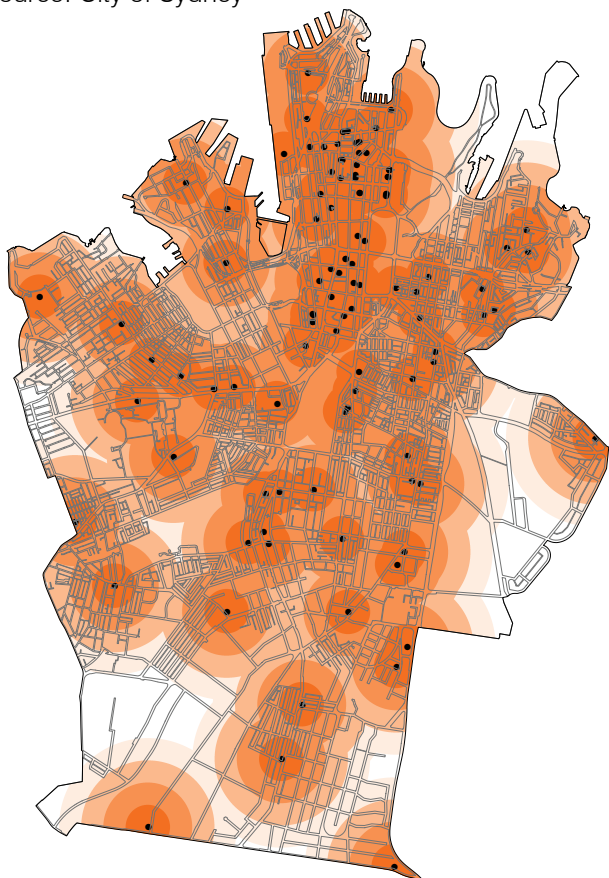


Figure 44: Walkable distances to libraries
Source: City of Sydney

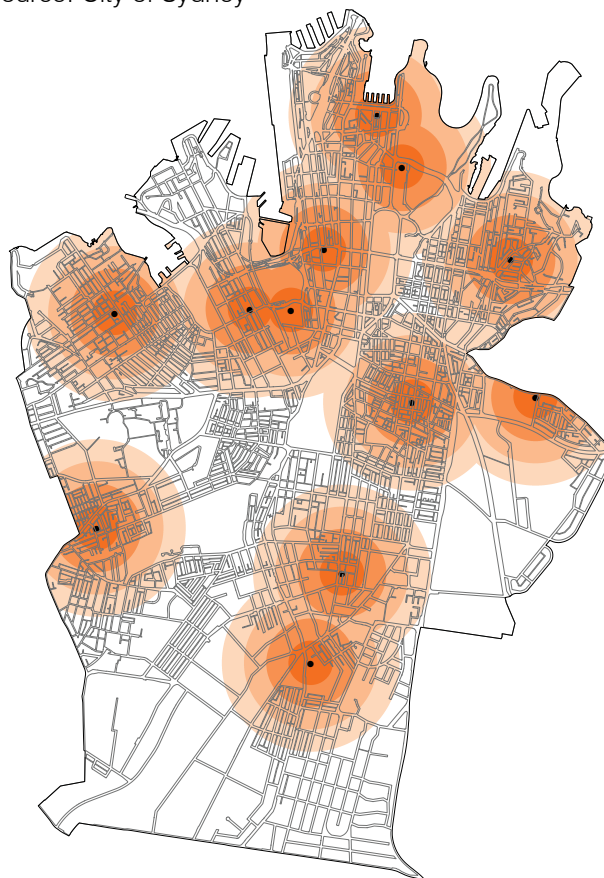


Figure 45: Walkable distances to open space
Source: City of Sydney

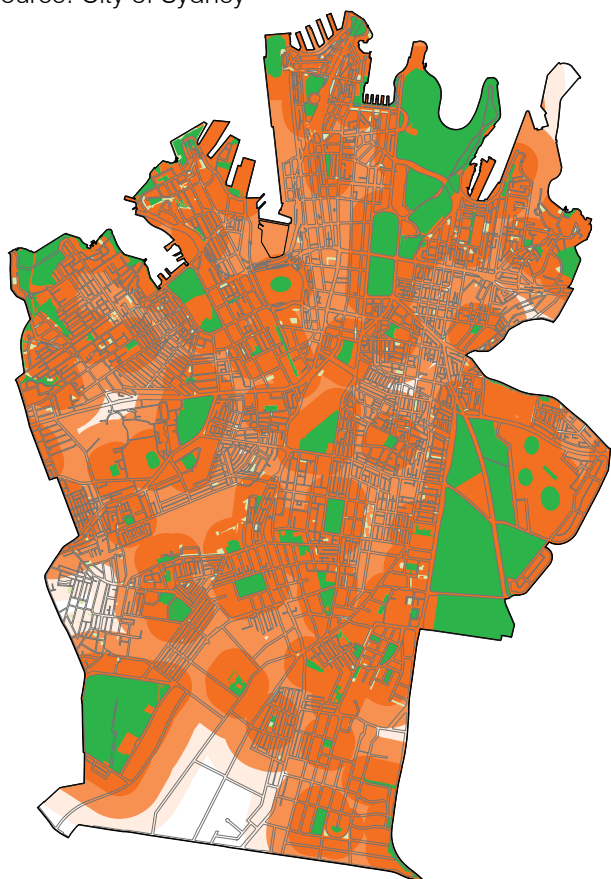


Figure 46: Walkable distances to public primary schools
Source: City of Sydney

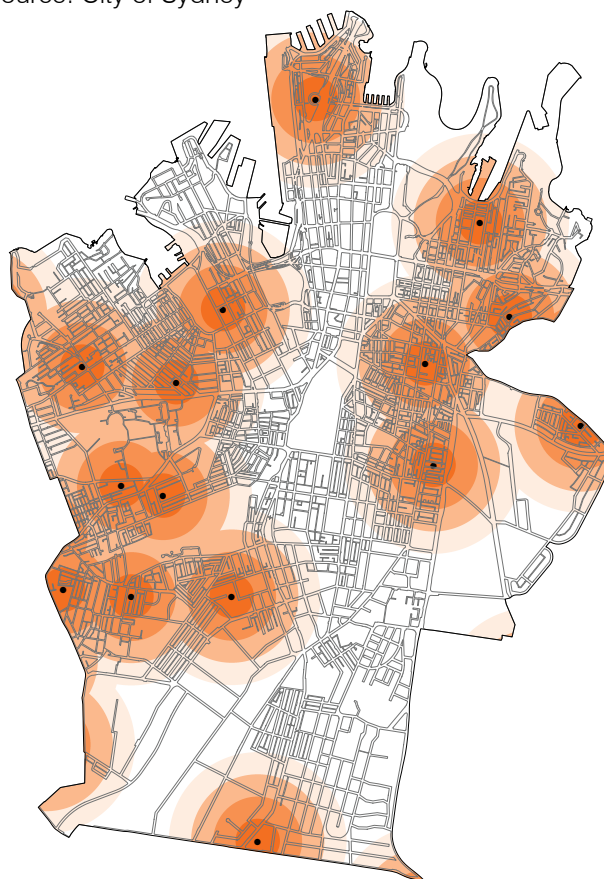


Figure 47: Walkable distances to recreation facilities
Source: City of Sydney

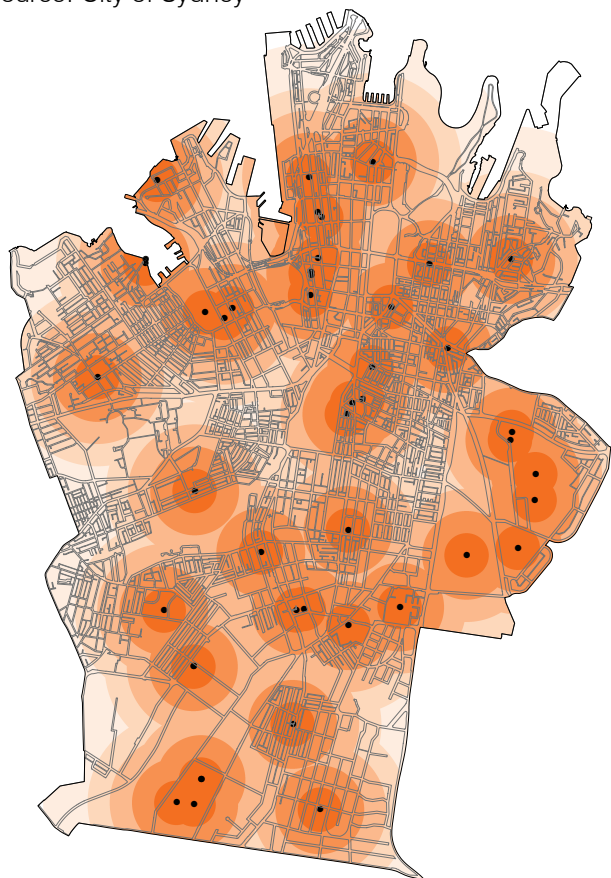
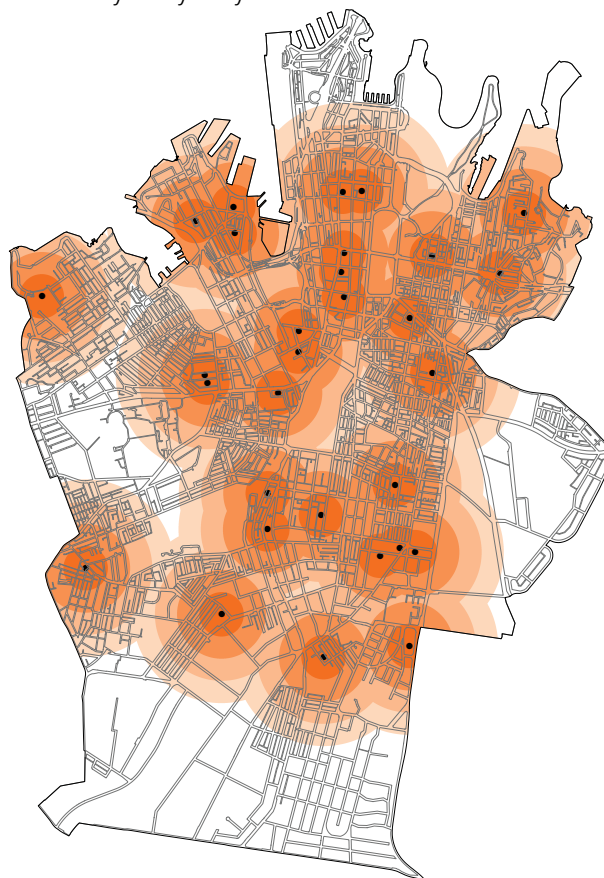


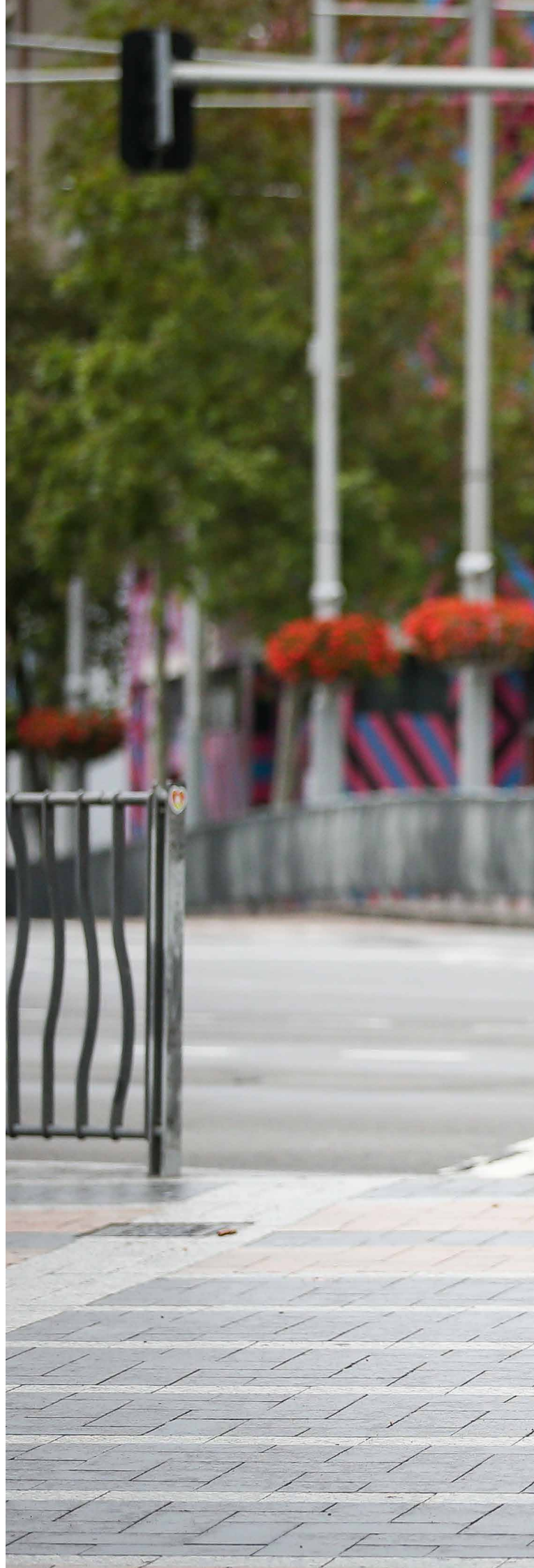
Figure 48: Walkable distances to supermarket
Source: City of Sydney



Managing vehicles in walkable neighbourhoods

To create walkable neighbourhoods, space and priority must be given to people walking. This is done in a number of ways:

- **Road space reallocation:** Space is moved from traffic areas to create bigger footpaths with more space for people and trees.
- **Priority at crossings:** Conditions are created where vehicles have to give way to people or more crossing time and shorter waiting times are provided at traffic lights.
- **Managing speed:** Street conditions are created so that drivers will naturally slow down (preferably to less than 30km/hr) or lower speed limits are imposed that enforce desired behaviour. Lower speeds mean that people can more safely cross streets or share the whole carriageway with vehicles.
- **Managing through traffic:** This means managing access to local streets to allow high levels of access for walking, cycling and emergency services and restricting through traffic which should use state and regional roads.





Centres

In the city, most of our services have developed along historical tram routes. These streets are our 'active streets', comprised of shops, services, community facilities and social infrastructure. This network is compact in areas where there are more people living and working and more spread out elsewhere.

For each village, most services and infrastructure are located in a 'local centre' (see Figure 49: Centres and activity streets), usually on active streets. These places are the focus for community infrastructure, activity and most importantly, daily services and needs, and may have housing above street level where appropriate. Centres and activity streets emerge as the city grows. These areas are commonly zoned B2 Local Centre with smaller centres zoned B1 Neighbourhood Centre and their less intensive edges sometimes zoned B4 Mixed Use.

An example of a local centre is Crown Street at Cleveland Street, which is progressively joining with smaller clusters to the north to create a more continuous active street network extending to the local centre at Oxford Street.

Local centres provide a mixture of services and other business opportunities, usually concentrated around public transport stops. Services include fresh food and other groceries, sometimes in supermarkets; social and recreational uses like cafes, restaurants, takeaway food, bars, pubs and other night-time and cultural venues; primary and allied health services like GPs, chemists and physiotherapists; banks; post offices; and newsagents. The agglomeration of services also attracts businesses to locate their office staff in local centres so that their workforce can benefit from access to services.

The city's local centres are supported by smaller neighbourhood-level centres located throughout the villages. The neighbourhood centres, typically a small cluster of shops within easy walking distance and usually clustered around bus and light rail stops, support the neighbourhood's daily needs.

The vibrancy of the City's local centres and activity streets is linked to the amount of space available for businesses, social and cultural uses.

Increasing the amount of space allows a greater diversity of businesses to locate in centres and creates agglomeration benefits which drive more economic activity. This in turn provides more diverse services for the wider community. The City will work to ensure that our centres and activity streets continue to grow their available space for businesses and social and cultural uses in line with population growth.

These high streets and centres play a vital role in the diversity and attractiveness of the City and its economy. Successful centres and high streets have complementary activities that support local needs and broader productivity. For example, food and retail services activate the street during the day and night, while services and businesses on other levels contribute to the economic performance of the centre and attract people.

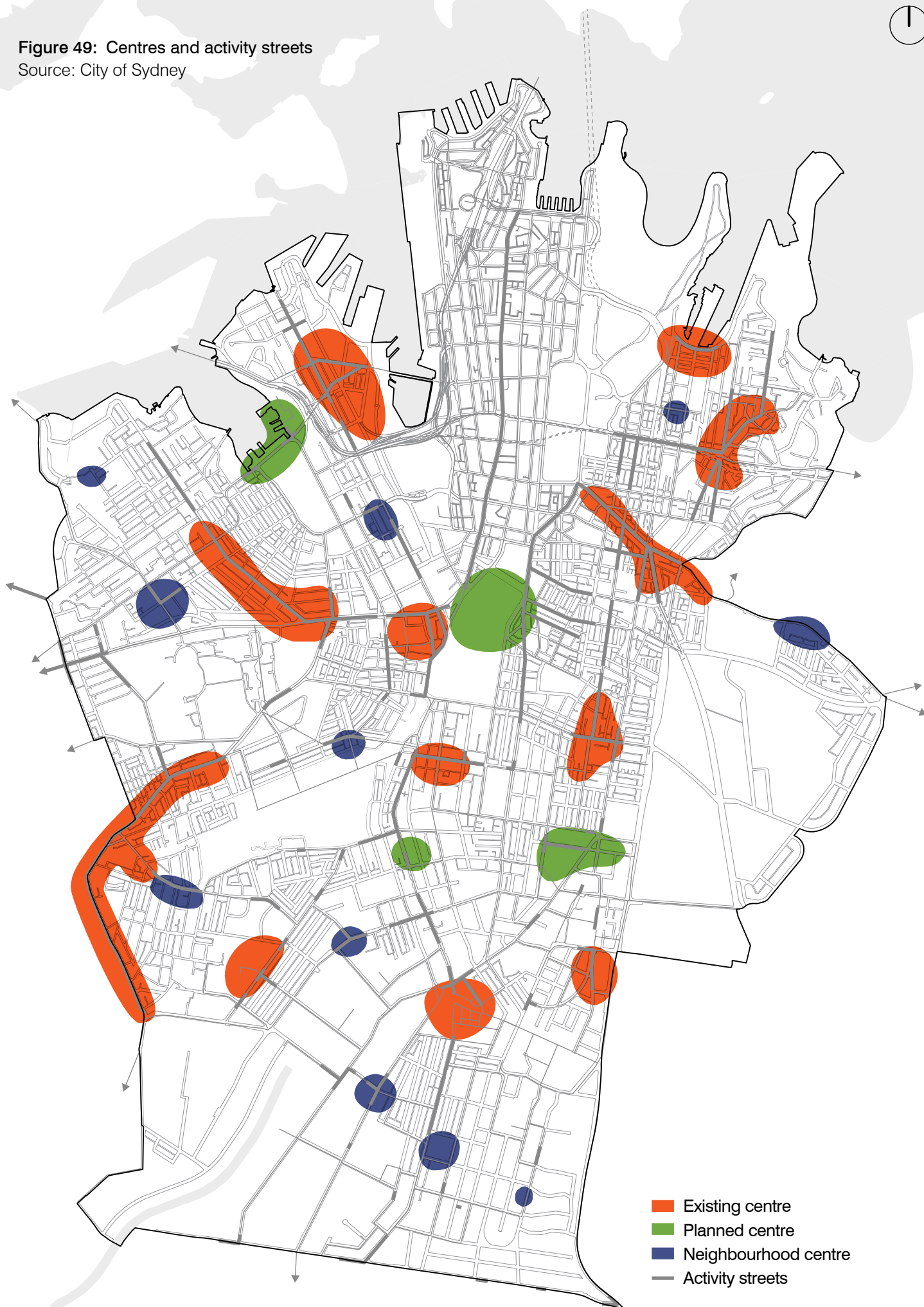
The centres and activity streets are increasingly important for late night activity. As the City's population increases, the availability of social, cultural and business services operating at night will increase. The City has moved to increase opportunities for late night activities while managing the amenity of residents and other sensitive users in the neighbourhood.

Most of the City's local and neighbourhood centres and activity streets are located on State Roads. These streets have traditionally been managed to prioritise the movement of vehicles and freight. The recent introduction of the NSW Government's Movement and Place framework for the management of streets creates an opportunity to increase the space and amenity of our centres and activity streets. Moving to more space-efficient transport frees up more space for place. Amenity and function of the street for people can be improved by reducing traffic speeds to increase safety and decrease noise, increasing the number of street trees and providing more and better quality and priority pedestrian crossings.

For most neighbourhoods, the centres and activity streets are important for the identity and image of their communities. They often include significant heritage and their management is sensitive and complex. The City will undertake a series of urban design and heritage studies to inform the management of these areas, starting with activity streets in Conservation Areas.

Figure 49: Centres and activity streets

Source: City of Sydney



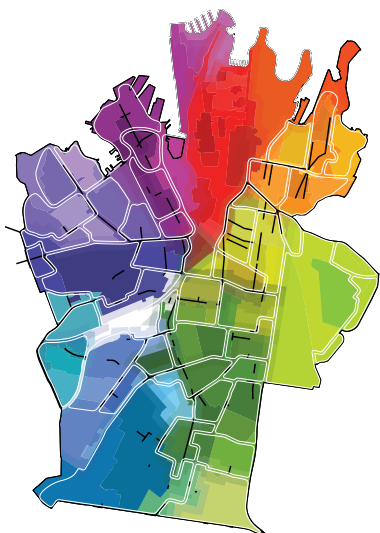
Character

Each of the City's villages are comprised of related but distinct neighbourhoods. Each of these neighbourhoods has a distinct character that is recognised and strongly valued by its local communities. These values and understandings are constantly evolving as the areas change over time – sometimes gradually, sometimes more abruptly. In many areas, character and heritage are closely intertwined.

The planning framework manages change and character with a range of controls including land use zones, building height, floor space ratio, locality statements, heritage status, activity requirements and setbacks. The controls and approaches in the planning framework often overlap in complex ways that connects places and activity while recognising the individual character of each place.

The City's locality statements are place-specific and draw on the unique character of each area, including topography, landscape, street and park layout, setting, public buildings, heritage, streetscape, land uses and buildings. These statements are used to guide development and will be reviewed to reflect changes that have occurred over the recent period of rapid change.

Until recently, the planning framework has not reflected the detail of the community's understanding and expectations about character and the way new developments fit into it. However, the NSW Government has recently introduced pathways for character to be embedded in the LEP. The City will explore how this new part of the planning framework can be used to deliver the desired future character of our neighbourhoods.



Activity Streets Studies

The City is undertaking a study of its activity streets to better understand their role, function and character and ensure the planning framework supports the contribution these places make to the City and their surrounding communities.

The Activity Streets Study will inform potential revisions to our planning framework to:

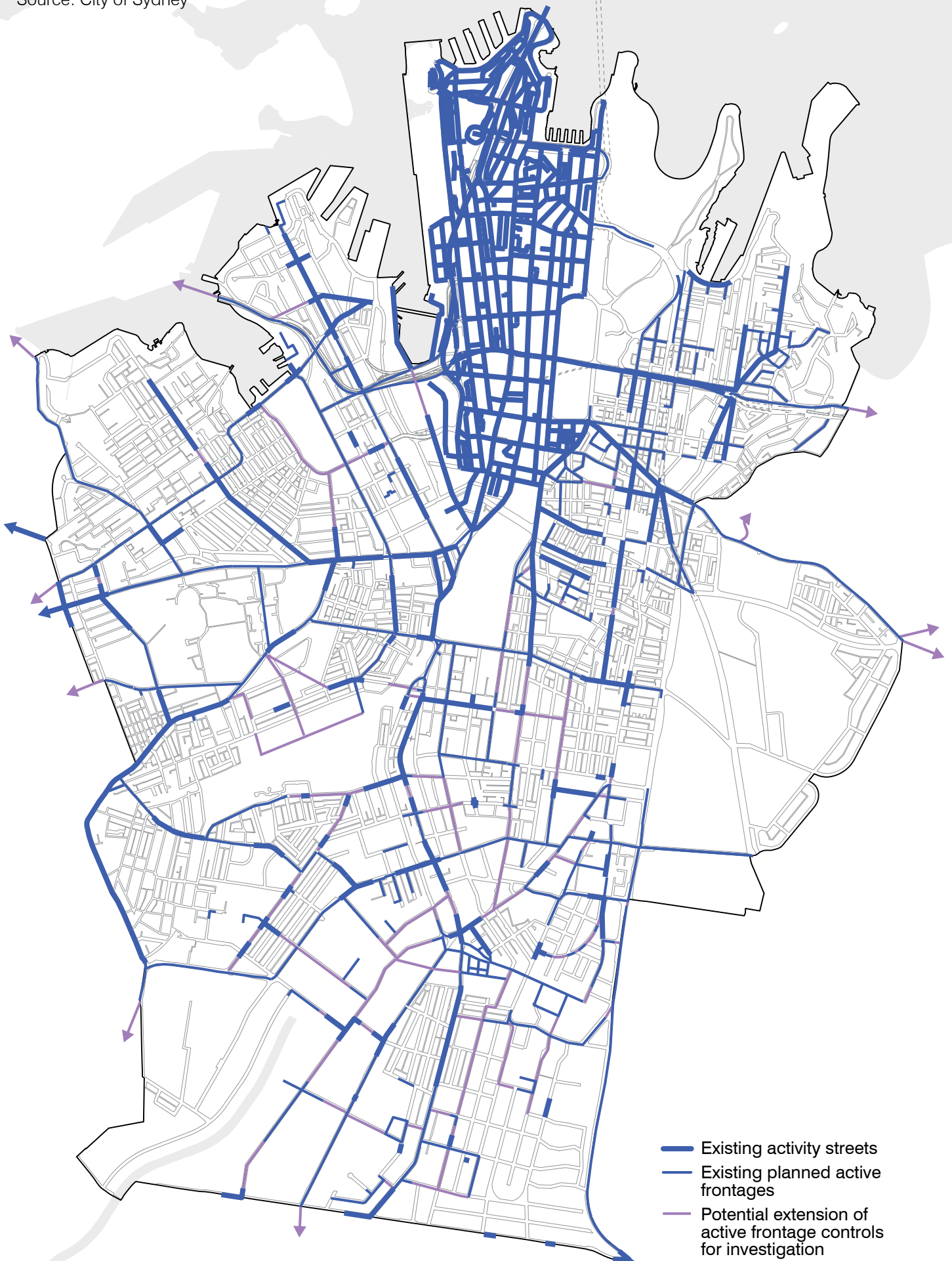
- give effect to the good design object in the EP&A Act including consideration of the NSW Government Architect's Better Placed guide to promote good design and amenity of the built environment
- define desired future local character for inclusion in the planning controls
- define the quantum, distribution, activity and amenity of public parks, squares and community, regional and state buildings and infrastructure
- guide the design of streets and links to prioritise service, comfort and amenity for walking, cycling and public transport
- guide the design of private development to positively contribute to the amenity and activity of public places
- ensure developments contribute towards the creation and maintenance of great places.

The City's Activity Streets Study will build on our current approach and contribute to understanding of the dual function of streets and local centres as places for people and movement.

Darlinghurst Road

Recent community consultation about the future of Darlinghurst Road illustrates how much value the community places on local character, but also that they are able to be very precise in the way they understand and can describe that character through community engagement exercises. In Darlinghurst, the community identified particular buildings and characteristics they particularly valued and these were translated into planning controls and guidance in the DCP.

Figure 50: Existing and planned activity streets
Source: City of Sydney



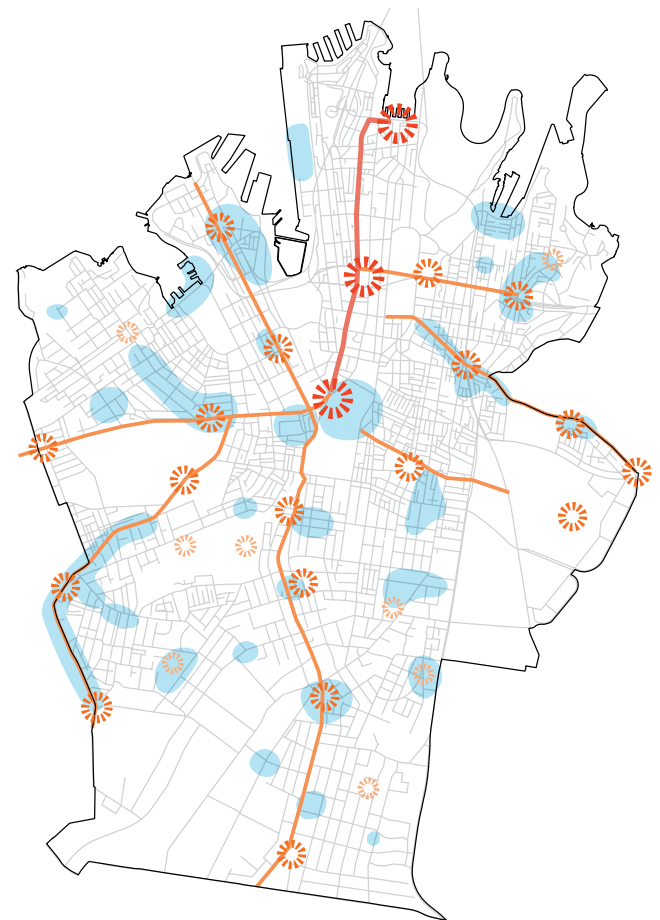
Public squares, public life



In the study for Central Sydney, Public Space Public Life (2007), Gehl Associates identified the need to develop three city squares: one at Circular Quay, a new square opposite Town Hall and a southern square at Central Station and Railway Square. The Central Sydney Planning Strategy identified an important additional public space formed by a combination of Martin Place and Wynyard Park.

As the areas surrounding Central Sydney intensify along important streets like Broadway, new squares can support the public life of the surrounding neighbourhoods. Some of these squares are already planned and built like the plaza at Green Square Town Centre or Union Square in Pyrmont; others have unrealised potential like Taylor Square on Oxford Street and Newtown Square opposite Newtown Station.

The City will investigate the potential for new squares and improvements to compromised squares to support the public life of the city.

Figure 51: Squares



-  Squares (city/village/neighbourhood)
-  Main activity streets linking to Central Sydney
-  Centres

Source: City of Sydney

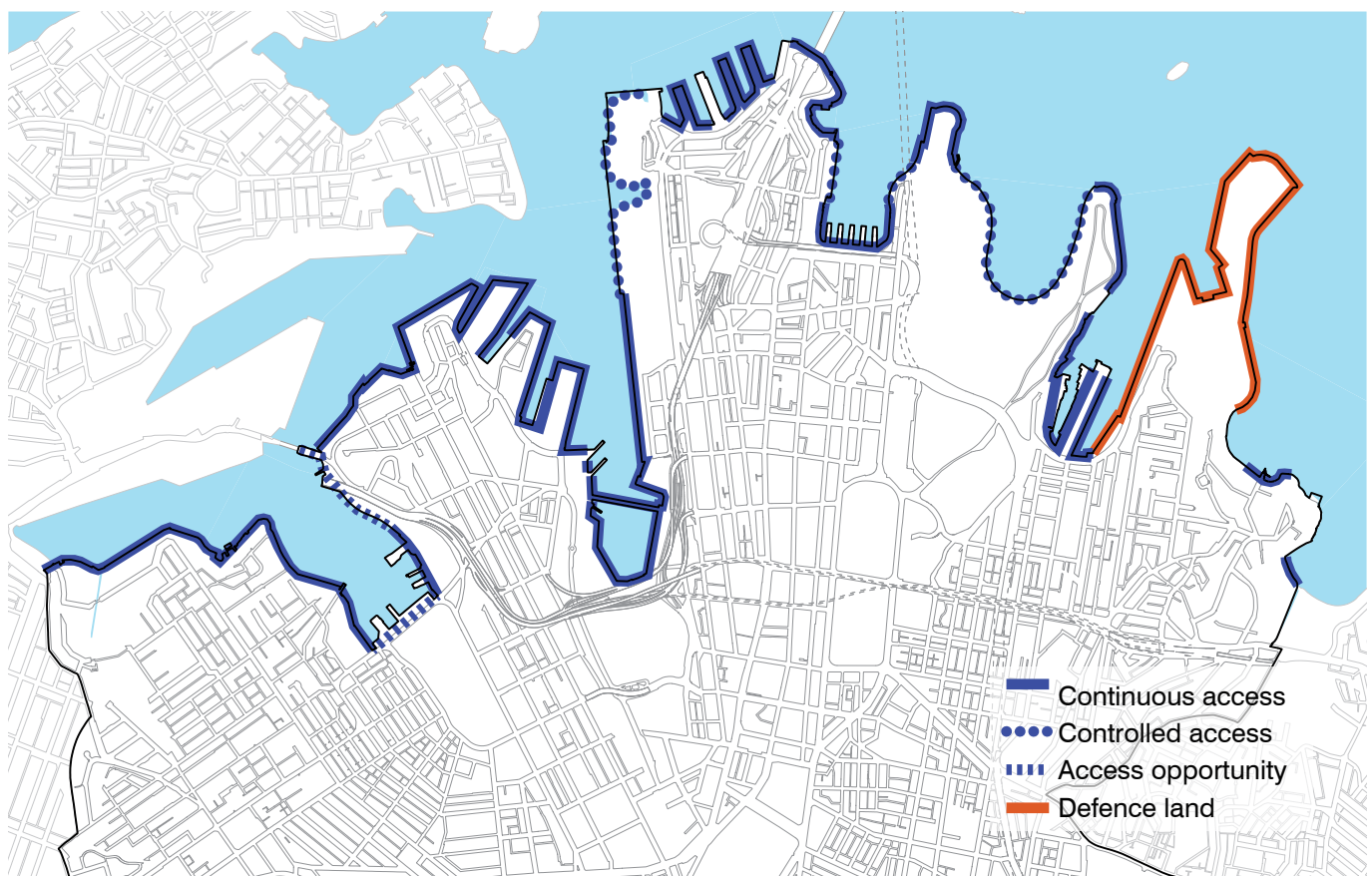
Sydney Harbour Foreshore

Sydney Harbour is one of the world's iconic places and one that is highly valued by Sydneysiders for its beauty, cultural associations and recreation opportunities. Public access to the Harbour is of critical importance.

Large events like New Year's Eve and Vivid demonstrate the Harbour's attraction for Sydneysiders and visitors. Everyday enjoyment of picnicking, walking and 'fun' runs on the foreshore demonstrate the public's desire for foreshore reserves and connected walks. The publicly accessible area needs to provide space for movement and passive recreation, be well-maintained and be designed so that people are safe and secure.

The Harbour Walk (2017) is the City's vision for an identifiable 9km harbour foreshore walk that celebrates Sydney's significant cultural landmarks, places and landscapes along the harbour. This innovative project will include the Aboriginal stories of Sydney told through public art, design and interpretation. The project lends itself to supporting Aboriginal business and cultural practitioners, and encourages people to understand the Aboriginal concept of Country. The Harbour Walk will be a transformative and memorable experience along Sydney's world-renowned harbour foreshore.

Figure 52: Harbour foreshore



Source: City of Sydney

Good design

Good design creates great places. Good design maximises the benefits of change by careful consideration of the specific opportunities of each place and situation. Good design also avoids and minimises the negative impacts of change. Low investment in skilled design practitioners, insufficient time and poor processes increase the risk of undesirable outcomes, missed opportunities and increased costs.

Good design is now recognised as one of the highest-level objectives of the *Environmental Planning and Assessment Act 1979*. This change to the act has been supported by a number of new NSW Government policies and guides. In the context of planning, good design is recognised as both a process and outcome.

The City's design excellence framework and its expert Design Advisory Panels help achieve good design outcomes by supporting and requiring good processes. They require multiple options to be considered through competitive processes and provide design review by independent experts.

The City provides design guides to support good design processes and considerations, to develop design professionals' skills and to build industry knowledge relating to emerging issues, practices and knowledge.

The urban landscape

The urban landscape (the design of streets, parks, squares, the ground level of buildings and private landscapes) creates the primary experience people have of the city.

The City will ensure that the design of the urban landscape is rich and supports public life by creating more space for people and building better relationships to streets, with quality private landscapes and more big trees. We will create a greener city with increased biodiversity and better management of stormwater and flooding.

Competitive design processes

The City of Sydney is a leader in the field of design excellence. The City's design excellence planning provisions are held up across the country as a leading example of how the planning system can support and promote exceptional architectural and urban design outcomes for high-density residential development.

The City's requirement for a competitive design process for all major development facilitates variety in the built environment and achieves the highest-quality urban design outcomes, improving the overall architectural quality of the city. This sometimes results in an iconic or landmark building, but more typically ends in a well-designed building that provides a high level of amenity for its residents, fits sensitively into the streetscape, and responds to and improves the public domain. Since design excellence requirements were introduced in the city in 2012, over 83 competitive design processes have been completed.

Health and amenity

The interaction between urban environments and health is complex. Places can be planned so the impact of urban hazards on human health are avoided or mitigated. This can occur for example, by locating sensitive uses and populations like childcare centres away from generators of air pollutants or requiring land uses to constrain noise that would otherwise impact people trying to sleep.

Creating neighbourhoods that support active lifestyles like walking, running, bike riding and playing games is a way to support healthy communities. This means making sure these activities are carried out in places that are safe, comfortable and convenient.

Communities also require convenient access to affordable fresh healthy food. If fresh fruit and vegetables are not easily available, people are more likely to eat less healthy and more convenient food.

Urban environments can also help foster social connection and cohesion. By creating welcoming, green public places that feel safe, communities can forge social connections and support individuals' mental health.

Amenity, or feeling good and comfortable, relates to the quality of the urban environment, for example sunlight for warmth in winter or to help trees to grow, visual and acoustic privacy and the wind environment. The provision of good amenity strongly affects people's quality of life and should be carefully managed.

The Apartment Design Guide and the Medium Density Design Guide provide essential amenity standards for medium- to high-density residential development, guiding how to make places that are not just for living, but that are liveable. The City continues to advocate for their retention and ongoing improvement.

Wind

Downdrafts from tall buildings can create danger and discomfort to pedestrians and impact on the growth of trees. The City's controls need to be improved to consider comfort, safety, speed and frequency.

Air quality

Poor indoor and outdoor air quality is bad for people's health. It is caused by a range of pollutants including those from combustion, vehicle exhaust, off gassing from indoor materials and industrial processes. Some pollutants are known to have health effects when they reach a threshold concentration, for others there is no established safe level (such as fine particulate matter).

Exposure to poor air quality can affect anyone. The more intense and extended the exposure the greater the effect. However, exposure is particularly problematic for people with existing health conditions related to lung function and breathing (including asthmatics). Babies and children are also at higher risk. These groups are more likely to occupy places like child care centres, schools, medical facilities and the like.

The community told us that they want to see air quality in the local area monitored and that the data be made accessible.

The NSW Government maintains 17 monitoring stations across the greater Sydney region including one in the City of Sydney, providing overall information on air quality. This means there are gaps in understanding air quality at a local level where pollution may be concentrated. Concentrations of pollution are impacted by proximity to emitters like busy roads, topography, different climates and tall buildings.

The City is working with the NSW Government and others to gather more localised air quality data to supplement existing information and make it publicly accessible. The City will review the relationship between the current air quality situation, quality standards and likely health outcomes drawn from studies to provide information and support to relevant agencies where improvements can be made.

Sunlight and daylight

Sunlight to parks and streets supports the growth of trees and grass and creates a greener, more pleasant city. This also helps reduce the heat island effect^{vi}. For more than half the year, people actively look to sit in the sun for warmth. The City will strengthen controls to protect sunlight to parks and squares.

Daylight is important to avoid dim and oppressive street environments and controls will be investigated to ensure reasonable daylight levels are achieved.

Noise

Noisy environments cause annoyance and health impacts. In very noisy environments, it can be difficult to have a conversation without uncomfortably raising your voice, which discourages social interaction. More significantly, even moderate night-time noise affects people's cardiovascular systems during their sleep with the World Health Organisation citing strong evidence of health impacts and increased morbidity. The city has gradually become noisier, mostly due to more vehicles and mechanical systems.

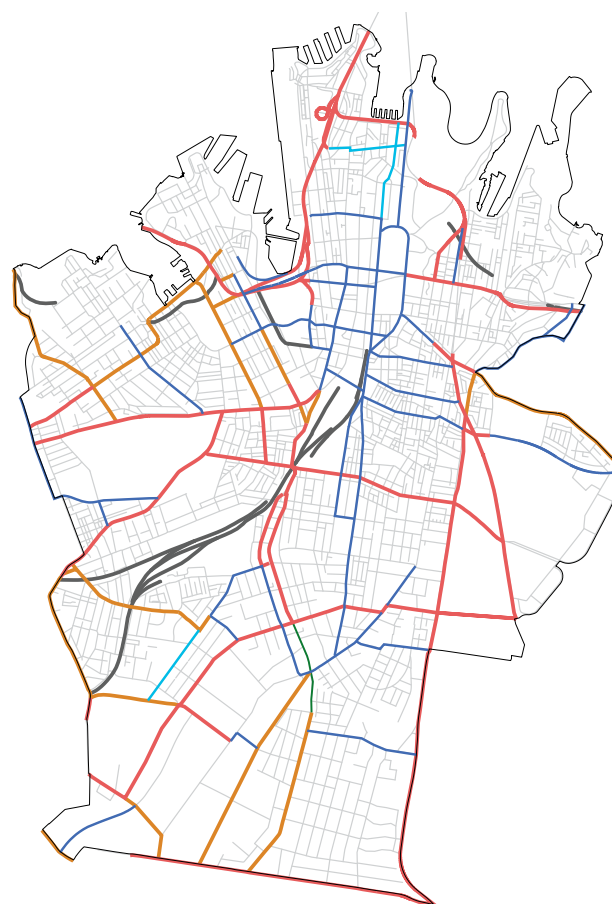
Activity in our local areas is desirable and contributes to liveability but it can also result in environmental noise, such as from performance venues, bars and restaurants at night. The desirable activity and the effects of noise need to be balanced and appropriately managed.

The City will explore a range of ways to transition to a healthier and more amenable acoustic environment while supporting desirable activity. The City will develop better noise management and amenity controls, particularly for sleeping but also for other sensitive uses, and to balance desirable activity and noise impacts.

Holistic health

Health NSW recognises that creating healthy built environments is more than providing spaces for people to get active. It is also about developing built environment interventions that support human health more holistically, including connecting and strengthening communities and thinking about ways the built environment can provide access to affordable healthy food options.

Figure 53: Busy roads



- > 40,000 vehicles
- > 20,000 vehicles
- State road/ Regional road
- Other busy roads
- Above ground rail/ lightrail

Source: TfNSW 2019



Protecting Sydney's heritage

As Australia's oldest city, the NSW state capital and a global city, Sydney has many layers of history and culture embodied in places, landscapes and buildings. These places and landscapes, from our distant and recent past, tell the story of the city and contribute to its liveability, environment and economy.

The City has listed approximately 2,200 local heritage items, as well as buildings and places of state, national and world heritage significance, listed separately under state and national law.

The City's 75 heritage conservation areas, covering nearly 40 per cent of the city, are rich and diverse in history and character. They are the home for approximately 84,000 people and provide workplaces for almost 60,000 people. Conservation areas are more than a collection of individual heritage items. They are areas in which the historical origins and relationships between the various elements create a sense of place that is worth keeping and reveal our cultural history. There are more than 22,000 buildings in our conservation areas consisting of:

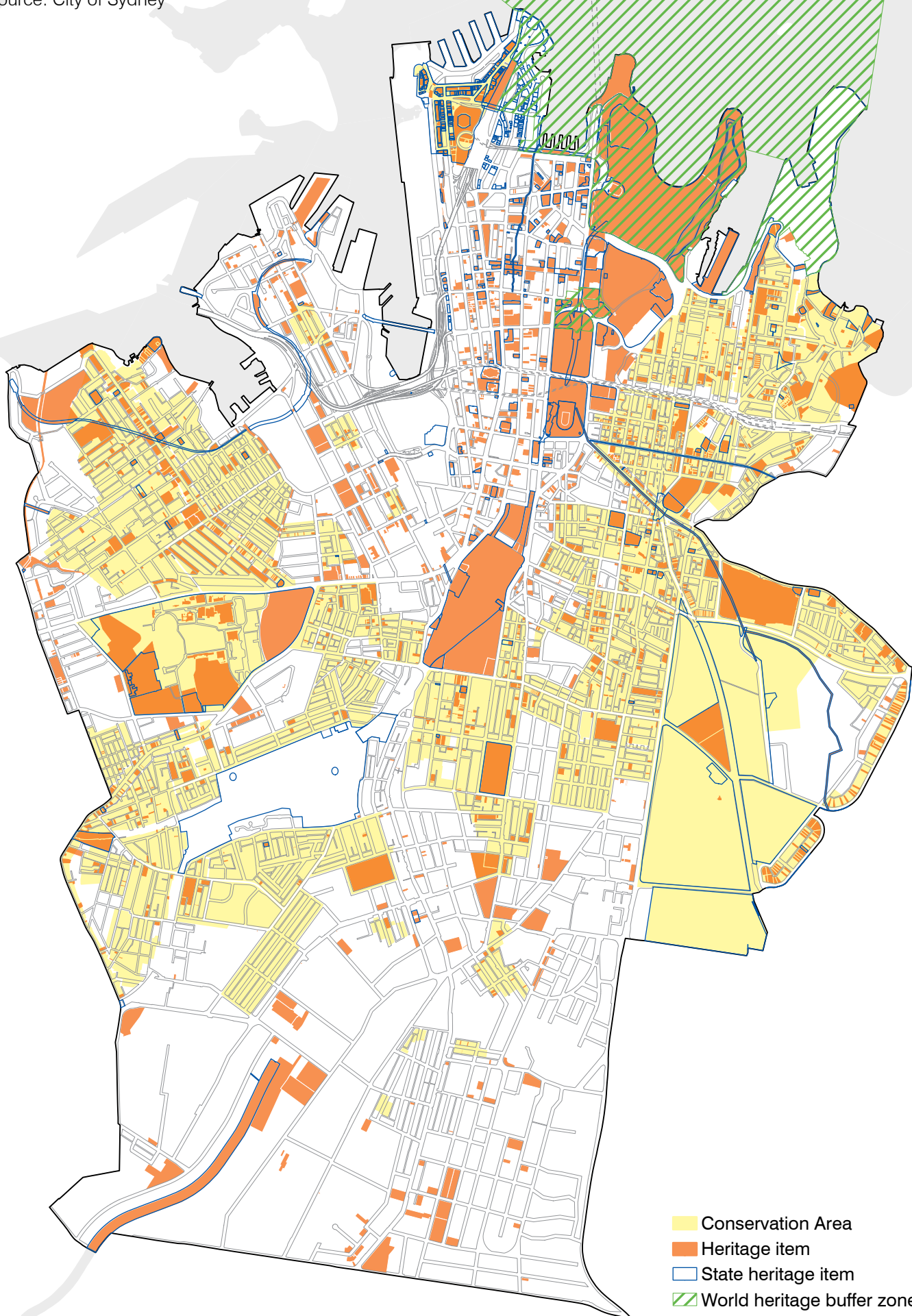
- almost 15,000 terrace houses
- over 700 warehouses
- over 1,200 shops
- more than 1,200 apartment buildings
- over 1,500 free standing houses
- over 200 church, community and public buildings.

The buildings range in age from the Colonial Period (1788–c.1840), the Victorian Period (c.1840–c.1890) and the Federation Period (c.1890–1915) through to the 21st century. Almost 90 per cent of the buildings contribute to the rich heritage significance of these conservation areas.

The City's conservation areas (see Figure 54: Heritage items and conservation areas) provide housing at the highest population densities in Australia and continue to house an increased population, some at rates greater than the metropolitan average rate of increase. The small lot sizes, variety of accommodation types and over two centuries of accumulated growth have produced successful urban environments that accommodate change and warrant protection.

Figure 54: Heritage items and conservation areas

Source: City of Sydney



Aboriginal and Torres Strait Islander heritage

Aboriginal people have an unbroken and ongoing connection with the City of Sydney. Gadigal culture and connection to this land dates back tens of thousands of years. As the town of Sydney developed into a city, the Gadigal were joined by other Aboriginal people from across the country, to live, work, and forge relationships within the urban Aboriginal community.

Archaeological or historical evidence of Aboriginal life has survived two centuries of urban development in Sydney, typically in the form of stone artefacts, campsites and middens uncovered during major excavations for developments. It is likely that more discoveries will be made through the continual redevelopment of the city. Aboriginal and Torres Strait Islander heritage informs the story of Sydney, as importantly as our European heritage. In many ways, it requires more careful management and celebration, for it is not as obvious, remembered or known.

The City's Eora Journey project celebrates the living cultures and heritage of Aboriginal and Torres Strait Islander communities in Sydney through recognition underpinned by economic opportunities. The four pillars of the Eora Journey are recognition in the public domain through major public art projects, a significant Aboriginal cultural event, a local Aboriginal knowledge and culture centre, and the Eora Journey economic development plan which sets out to work with Aboriginal and Torres Strait Islander communities and business to achieve economic prosperity.

The NSW Government has released a draft Designing with Country policy. The City will investigate how the planning framework should address this policy when it is finalised.

Barani: Sydney's Aboriginal history

The Barani website provides histories of people, places and events in the City of Sydney that are associated with the histories of Sydney's Aboriginal and Torres Strait Islander communities. In particular, it contains maps and essays that explore aspects of Sydney's Aboriginal history and biographies of significant Aboriginal and Torres Strait Islander people and organisations that have strong associations to Sydney. It highlights Sydney's Aboriginal journey: its places, its history and its people.



Heritage conservation areas review

Conserving heritage areas protects population and employment density, increases housing choice and supports knowledge-intensive business clusters. Heritage buildings and conservation areas in places like Surry Hills, Chippendale and Redfern provide the character and amenity sought by emerging innovation clusters. Sympathetic changes to existing housing and adaptation of former industrial buildings provide housing choices and workplaces that are not provided in new developments. This ensures space for households that are not accommodated in the one- or two-bedroom apartments expected to be developed over the next 20 years.

The City faces several challenges in protecting and maintaining the city's heritage, in particular, how we manage community expectations that conservation areas remain 'protected' in the face of intense pressure to redevelop. The City's strategic approach to land use and development is to encourage growth in Central Sydney and urban renewal precincts, while protecting the conservation areas in the villages and high streets. Buildings in the conservation areas are classified based on their contribution to the significance of the area. The loss of contributory buildings erodes the very fabric that makes conservation areas significant. Genuine adaptation and sympathetic change to contributory buildings allows conservation areas to evolve for contemporary needs but conserve the highly valued character of the area.

The City is reviewing the planning controls for our heritage conservation areas to ensure their significance is protected while providing housing and business diversity, creating highly liveable places and protecting the function and character of local centres. The introduction of the standard Local Environmental Plan created challenges for managing the diverse and fine-grain built form of conservation areas with course height and floor space ratio controls. Heritage areas also offer high levels of amenity through their aesthetic character, walkability and good access to services and transport. However, the historical pattern of built form results in lesser solar amenity than is currently expected for new development. The City will review solar access and overshadowing controls in conservation areas to ensure that they support heritage and strategic outcomes.

The planning controls for conservation areas aim to support the retention and adaptation of buildings that contribute to the significance of an area; provide for reasonable alterations and additions to meet contemporary amenity expectations; contribute to the range of housing types and business places for a diverse community and economy, and allow for appropriate infill development. The planning controls will better align development standards with desirable heritage outcomes and improve clarity, certainty and confidence for land owners and neighbours.

Heritage studies

To ensure Sydney's rich and diverse heritage is appropriately managed for the benefit of current and future generations, the City conducts strategic studies to identify potential heritage items. Past examples are the Industrial and Warehouse Building Review, Modern Movement Architecture in Central Sydney and the Darlinghurst Road Heritage Study. A heritage study is proposed to be undertaken for Chinatown. The City will continue to review the heritage significance of places to ensure they are appropriately protected, including through thematic and placed-based studies.

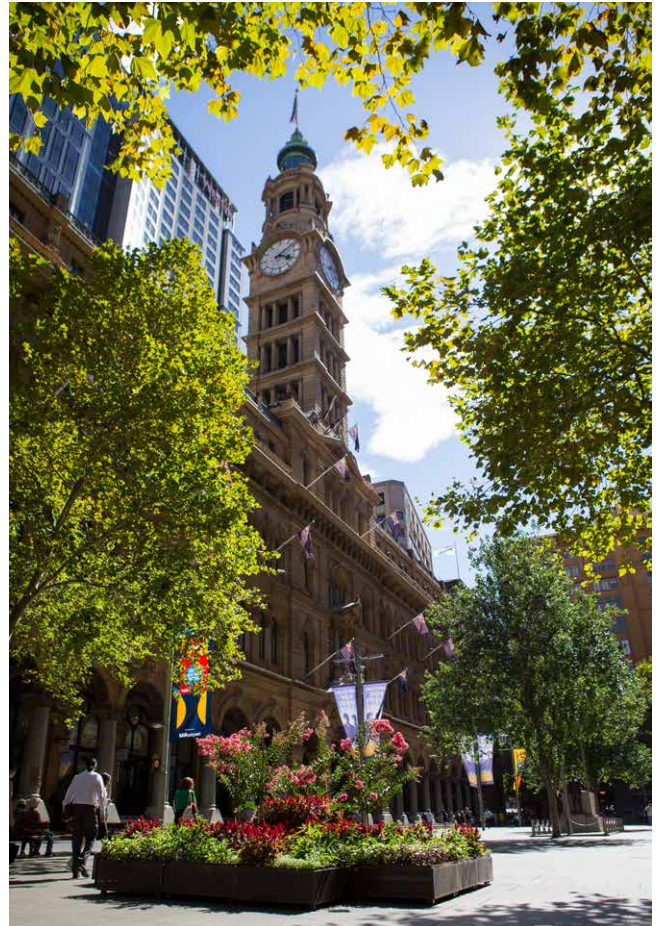
Heritage Floor Space

The City's Heritage Floor Space (HFS) scheme incentivises the conservation of heritage items in Central Sydney by awarding owners of conserved heritage buildings transferable development potential that can be sold for use elsewhere in Central Sydney. Since its inception in the early 1970s, the HFS scheme has conserved over 80 buildings. The City will monitor and review the HFS scheme to ensure it remains an incentive for conservation, including by reviewing the awards, allocations and projected supply and demand.

Protecting and enhancing cultural landscapes

The city has a privileged position on Sydney Harbour with its foreshore and parklands and many important buildings and structures. This creates view corridors with some considered 'iconic', including those of the Sydney Opera House and the Sydney Harbour Bridge.

The draft Central Sydney Planning Strategy proposes preserving significant view corridors. These include the Town Hall tower viewed from Hyde Park and the Lands Department tower viewed from Sydney Cove. Others are important historically, for example, the view from the signal station on Observatory Hill to the South Head Lighthouse. Others are associated with special places over a long period of time – for example the view down Bent Street from the steps of the Mitchell Library. These public views from public places are worthy of conservation. The continued protection of our cultural landscapes is important for the liveability of our area.





Actions

When will it happen?

L2.1

Plan for local communities to be able to access daily needs and essential services, including fresh food and health and personal services, within walking distance by providing an appropriate mix of uses, including local retail, services, infrastructure and recreation, in local and neighbourhood centres and mixed-use zones supported by adequate floor space on the ground floor (and adjacent floors where appropriate).

Ongoing

L2.2

Undertake a review of active frontage and built form controls to connect and create a network of activity in appropriate places.

Ongoing

L2.3

Work with others to create and maintain a continuous publicly accessible harbour foreshore edge that is wide enough to support a range of recreational activities, except in areas required for productive working harbour functions.

Ongoing

L2.4

Plan and deliver walkable local streets or shared zones with wider footpaths, gardens, street trees, pedestrian priority at crossings and safe traffic speeds.

Ongoing

L2.5

Undertake urban design studies for activity streets to protect character, provide amenity and ensure an appropriate mix of uses given their function.

Ongoing

L2.6

Review locality (character) statements and boundaries and investigate inclusion or exclusion in the LEP.

2021

L2.7

Plan for the desired character of a place through:

- a) ensuring new development achieves design excellence, including through competitive processes
- b) collaborating with the NSW Government to improve amenity standards for all housing types.

Ongoing

L2.8

Create healthy environments, protect people from urban hazards and create places with high levels of amenity by:

- a) avoiding urban hazards and mitigating their effect where they exist
- b) better managing noise through planning controls to protect people's health and support activity including transitioning noise criteria to improved levels as environmental noise reduces work with others to develop strategies to reduce environmental noise.

Ongoing

Actions

When will
it happen?

L2.9

Conserve places of heritage significance by:

- a) identifying Indigenous and non-Indigenous places of local heritage significance in the LEP
- b) undertaking thematic heritage studies and other listing investigations to respond to community expectations to conserve emerging, under-recognised or endangered places of heritage value, as needed or when reviewing planning controls, to identify and list places of local heritage significance ahead of demolition and as early as possible in the planning process.
- c) reviewing LEP development standards to address inconsistencies with the conservation of heritage items and conservation areas
- d) ensuring development of heritage items, contributory buildings in conservation areas, and new development in conservation areas conserves the heritage values of the place and is sympathetic to the built form, scale and fabric
- e) monitoring and reviewing the heritage floor space scheme as needed to deliver conservation of Central Sydney's heritage buildings and places.

Ongoing

L2.10

Work with the Aboriginal and Torres Strait Islander Advisory Panel to identify strategies for recognition through land use planning processes, including designing with country.

Ongoing

Priority **L3**

New homes for a diverse community

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ **Priority E5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport**
- ▶ **Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage**
- ▶ **Priority E10 – Delivering integrated land use and transport planning and a 30-minute city**
- ▶ **Priority E11 – Growing investment, business opportunities and jobs in strategic centres**

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ **Direction 6 – Vibrant local communities and economies**
- ▶ **Direction 8 – Housing for a diverse population**

Objectives

- ▶ The demand for more homes is balanced with the need for more jobs, sustainable economic growth and the creation of great places
- ▶ There is a mix of housing types, tenures and sizes to support a diverse community
- ▶ Of all private housing in the City to 2036, 7.5 per cent will be affordable rental housing and 7.5 per cent will be social housing
- ▶ Access to supported housing is increased for vulnerable people

The City, with its high levels of amenity and economic opportunity, attracts people of all walks of life to live and work here, generating high demand for housing.

The District Plan recognises the importance of growing housing supply in a sustainable way. The draft Housing for All: City of Sydney Local Housing Strategy includes local housing priorities underpinned by objectives to guide the sustainable supply of housing in the City to 2036. The priorities and objectives seek to balance the need for new housing supply within the Eastern City District Plan's priorities for liveability, productivity, sustainability and infrastructure.

A diverse range of housing, including housing of different types, tenures, sizes and price points is important to support social sustainability and economic competitiveness. We understand that communities, businesses and stakeholders expect the City to take a leadership role in addressing Sydney's housing needs. There are a number of City planning projects that will be undertaken that will inform future reviews of Sydney LEP 2012 and Sydney DCP 2012, such as:

- reviewing housing mix planning controls
- ensuring Sydney DCP 2012 aligns with the requirements in the NSW Apartment Design Guide
- investigating different types of communal space in large developments
- investigating laneway housing in heritage areas
- applying universal design requirements to residential development.

Providing new homes under current planning controls

Over a five year period to 2018, over 22,000 dwellings have been approved and over 19,000 dwellings have been built. This represents almost 40 per cent of dwellings delivered in the Eastern City District and is the highest number of additional homes built in a local government area in Greater Sydney over the same period. Most development has occurred in urban renewal areas, such as Green Square and Ashmore, with large-scale infill development opportunities occurring across the area. More recently, there has been growth of student housing developments.

This growth trajectory is set to continue over the next 10 years, with a number of new homes to be delivered in the Green Square Urban Renewal Area, as well as State-led urban renewal projects such as Waterloo. As at 30 June 2018, there were almost 27,000 dwellings (including 23,194 private and 3,662 non-private dwellings) in the pipeline which includes development approved or under construction as well as lodged development applications which are yet to be approved. As such, the City is on track to deliver the District Plan target of 18,300 private dwellings in the area by 2021.

Housing challenges

As infill development opportunities shrink, and urban renewal areas are built out, there is less opportunity to build more homes in the area without compromising other District Plan priorities and objectives for great places, strategic employment growth and the protection of valuable enterprise lands. Other constraints for where housing is located include the heritage conservation areas where it is important to retain built form and public domain characteristics, and areas where public transport access is limited, particularly in the southern part of the city.

The built form too will be a limiting factor. The City's planning controls deliver development densities which allow housing that is well-designed, has good amenity, supports a high-quality public domain and addresses aircraft limitations. However, beyond these densities, good amenity will be more difficult to sustain and the liveability priorities of the District Plan will be challenged.

In addition to infrastructure and built form limitations, housing will continue to compete with productive land uses for development opportunities. It is essential that planning controls support the city in its role as Australia's major economic and employment centre and ensure productive land uses are not permanently displaced by residential demand.

The City's dwelling targets

The proposed targets, in the housing and jobs targets section of this Planning Statement, balance the need for more homes with the need for more jobs, space for infrastructure, sustainable economic growth and the creation of great places. They include 50,000 additional private dwellings, private homes owned or rented, and 6,000 additional non-private dwellings, homes that typically have shared spaces, such as student housing, boarding houses and group homes.

Increasing housing diversity and choice

A sustainable global city must offer a mix of housing to meet the needs of a diverse population. The city's population is becoming more diverse with more residents from various social and cultural backgrounds. The proportion of residents born overseas in the Green Square Urban Renewal Area, for example, grew from 53 per cent in 2011 to 60 per cent in 2016.

Green Square has a high number of people born overseas, and living in high density dwellings. As of 2016, 91 per cent of residents in Green Square live in high density dwellings (up from 81.6 per cent in 2011), compared to the City of Sydney council area at 75.1 per cent (up from 70.7 per cent in 2011). This may indicate different housing preferences of people born overseas, including a greater cultural acceptance of apartment living.

The community told us they consider accessible and adaptable housing and affordable housing to be the most important housing types when increasing housing diversity and choice.

In planning for the types of new homes residents will need in the future, the challenge for the City is to support social and cultural diversity through increasing housing diversity and choice. This includes retaining and attracting residents on lower incomes, those who identify as part of the Aboriginal and Torres Strait Islander community, families with children, people with disabilities, older people, long-term renters, students, people living alone, in share households, and more. There should be opportunities for different people to find a suitable home in the city.

The city has a rich supply of medium density, standalone, detached, semi-detached and terrace houses, mostly in heritage conservation and residential zoned areas. Each of these local areas have a distinct character and a range of housing types that contribute towards the city's housing diversity. It is crucial that the local character and housing diversity in these areas is preserved as future housing growth will consist almost entirely of apartments in medium to high-density developments. By 2036, it is expected that over 80 per cent of people living in the city will live in apartments.

As more people are living in higher-density developments, greater focus is needed to facilitate greater diversity and choice of housing that is fit-for-purpose and addresses the social and cultural needs of specific groups.

The City already uses its planning controls to encourage a mix of housing types and sizes. This ensures an appropriate supply of studios and one-, two- and three-bedroom apartments is available for different household types.

Medium density housing

Medium density housing, such as dual occupancies, manor houses and terraces are important to facilitate housing choice in the city. However, it is critical that the community is involved in decisions on new medium density development, that development respects the existing neighbourhood character and provides high quality design and levels of amenity for both the new residents and the existing community.

The Low Rise Medium Density Housing Code forms part of the NSW Government's State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. Its purpose is to deliver on the NSW Government's commitment to facilitate more diverse housing and faster housing approvals. The Minister for Planning and Public Place has deferred the Code until 1 July 2020 for 45 NSW councils to allow them to progress their strategic planning initiatives and demonstrate how they intend to meet their local housing needs.

The City will use this time to investigate how it's planning controls can best facilitate medium density housing.

The supply of accessible and adaptable housing in the inner city is becoming more important. With an ageing population and approximately 20 per cent of the Australian population living with a disability, the need for universally designed, accessible and adaptable housing in the city is expected to grow. The City requires larger-scale housing developments to incorporate adaptable dwellings and satisfy the NSW Apartment Design Guideline benchmark universal design features.

It is important for the City to protect the standalone, detached, semi-detached and terrace housing largely contained within the City's heritage conservation areas, not only for their intrinsic heritage value, but also to ensure the diversity of housing available.

Residential zoned areas that are not within heritage conservation areas also make an important contribution to housing diversity. Particularly when most new housing will be smaller apartments, this diversity of housing allows for compact yet flexible and adaptable arrangements for families and other larger household types. As these areas change over time, it is important their unique local character is maintained for existing and future residents. The City will also explore opportunities to support well-designed secondary dwellings that respect the heritage character of the area on blocks with appropriate laneway access.

The City recognises the Aboriginal and Torres Strait Islander peoples as Australia's First Peoples - the original custodians of the land we now call Sydney. Inner Sydney has strong historical and place associations relating to the patterns of urban migration of First Nations peoples and Redfern's legacy of fighting for Aboriginal and Torres Strait Islander self-determination and human rights. Redfern and Waterloo are home to Aboriginal medical, health, employment, media, aged care and legal services. However, the number of Aboriginal and Torres Strait Islander people living in inner Sydney continues to decline.

These communities have expressed concern that gentrification and a lack of social and affordable housing is causing further displacement. The City needs to partner with the community to ensure the provision of culturally-appropriate affordable and social housing dedicated to Aboriginal and Torres Strait Islander communities.

A combination of economic, social and demographic trends are changing traditional attitudes to home ownership in Australia. Australia's high home ownership rate is falling dramatically among younger cohorts: 'generation rent' has arrived. While renting may be more affordable than buying, renters can face longer-term insecurity of tenure. Legislative improvements and institutional investment in private rental, including by major employers, has the potential to make long-term renting a more attractive and secure option. A range of rental reforms should be explored to address renter uncertainty, such as permitting longer leases, limiting rental increases and reviews, and better renter-owner mediation processes. This will ensure renting is an attractive option for residents living in the area.

It is equally important to ensure a strong supply of rental accommodation is maintained to cater for private rental demand. Global cities have faced the challenge of losing supply to short-term accommodation, such as Airbnb.

A balanced approach is needed that distinguishes occasional short-term letting from commercial tourist accommodation, and allows short-term letting under circumstances that do not impact detrimentally on the supply of rental accommodation.

Non-private dwellings, such as student accommodation and boarding houses, provide additional diversity in the rental market. While often absorbing more than 30 per cent of lower income renters, and therefore not considered an 'affordable housing' product, these rentals continue to meet an important need in the inner city and ease pressure on the wider market. Further investigation is needed to understand how these housing types can be improved and promoted.

The City will continue to encourage and facilitate new ideas to deliver more diverse housing while increasing affordable housing supply. The Alternative Housing Ideas Challenge is a current opportunity for exploring new ideas such as creative tenancy arrangements, like shared co-operative living and new funding or delivery models.

Aged care for those at risk

There is a growing cohort of older people living in the city that has implications for the types of housing required to meet their needs. Seniors housing and aged care facilities are generally a market-driven product that can be developed under the City's planning controls in appropriate locations.

The City has encouraged housing for older people through granting funds towards the Holdsworth Community pilot, a HomeShare program which provides the opportunity for older people to connect with people in the community and assist them to age in place.

The City has also granted \$1.5 million to the HammondCare Darlinghurst Project that is due to open in 2020. It will be a permanent home for older people with complex health needs who are homeless or at risk of homelessness. The purpose-built, 42-bed HammondCare facility will combine aged care with specialist health support. HammondCare will develop partnerships with local service providers and develop strong functional links in the local aged care and homelessness sectors. The City's support will allow HammondCare to test and refine the service, with a view to providing similar facilities in the future.

What is co-operative living?

Co-operative housing is housing that is owned by a 'co-operative' and is designed, built and/or lived in by a community of people who voluntarily work together to meet their common housing needs. Depending on the co-operative model that is being adopted, and its intended outcomes, the benefits of co-operative housing may include:

- Members of the co-operative can play a key role in design and ongoing management of the housing.
- Some development costs may be avoided, making it cheaper to design and build.
- Housing can be designed to minimise ongoing living costs, for example investment in harder wearing materials, or installation of solar panels.
- Potential to incorporate shared spaces to foster sense of community.
- Potential to incorporate bespoke facilities and/or services important to the future residents of the co-operative, for example a child care centre, share vehicles, community gardens or waste management facilities.
- Security of tenure may be increased.

Co-operative housing has the opportunity to promote innovative design with a focus on supporting vibrant communities, environmental sustainability and the productive use of shared spaces.

An example of a co-operative is the Nightingale Model, and example of which is The Commons apartment found in Victoria, Australia. Architects collaborated with future home owners who were given real cost information to support informed decisions throughout the design and construction process. The Nightingale model focuses on delivering multi-residential housing that is environmentally sustainable, financially affordable and socially inclusive.

Supporting social and affordable housing

The high cost of housing is an important economic and social issue in Sydney, particularly within the city where housing prices are among the highest in Australia.

One of the biggest challenges to maintaining and enhancing socio-economic diversity is the increasing unaffordability of housing. Most people are finding the housing they need too expensive, which is pushing many lower income workers out of the area, leaving behind relatively wealthy households and very low income households in the city's social housing. The majority of lower income households who remain in the private housing market are increasingly in housing stress or crisis and will eventually be forced to move out of the local area as housing costs continue to escalate ahead of wage growth.

In addition to impacting community diversity, the ongoing loss of lower income workers from inner Sydney makes it increasingly difficult for essential employment sectors to fill employment vacancies and staff shifts. This hampers business productivity and, by extension, the wider economic growth of Sydney.

While housing affordability requires intervention from the Australian Government to make significant change, increasing the amount of affordable rental housing available for very low to moderate income households, and ensuring an appropriate supply of social and supported housing for vulnerable people is an urgent priority for the City.

Sustainable Sydney 2030 establishes an ambitious target that, in 2030, 7.5 per cent of housing will be social housing and 7.5 per cent will be affordable rental housing delivered by not-for-profit and other providers. This target relates to private housing. These proportions are to be retained over time as the total private housing supply grows. This means an increase of over 11,000 affordable rental housing dwellings and about 2,300 social housing dwellings to 2036.

While there is no single solution for the increase of affordable housing in the city, there is potential to explore more opportunities in the planning framework and encourage the NSW Government to support affordable rental housing through policy action.

The NSW Government is responsible for delivering social housing. This is done either directly as public housing, or through funding, administering and regulating the community housing sector. At 30 June 2018, almost 53,000 people are on the social housing waiting list in New South Wales, with about 2,798 of those in the city. Since the City's target for social housing was established in 2008, the proportion of social housing has decreased from almost 11.7 per cent in 2006 to about 8.5 per cent in 2016, with only a small net increase of dwellings being added to the city's social housing stock since 2007. This proportion will continue to decline as the number of homes in the city increases to over 160,000 dwellings. The NSW Government must do more to increase the supply of social housing in the city.

All levels of government are increasingly looking to the community housing sector to increase the supply of affordable rental housing in cities.

Registered community housing providers are a growing part of the social housing system, with the capacity to leverage their portfolio to fund new affordable rental housing. They are key partners with the City, developers and other agencies in developing and managing affordable housing in the city.

The City's affordable rental housing levy schemes have supported the work of City West Housing, which develops and manages affordable rental housing across the local government area. A range of other community housing providers operate within the city and can be expected to play a greater role with the support of NSW Government.

What is affordable housing?

Housing is considered affordable where the cost of rent or paying the mortgage does not absorb more than 30 per cent of the gross income of a very low to moderate income household. The very low, low and moderate income households are defined in legislation, with the income ranges published annually.

In the inner city, where the median cost of housing is very high, the terms 'affordable housing' or 'affordable rental housing' are used to describe housing that is owned by government or a registered community housing provider, and rented to a mix of very low to moderate income households, collectively referred to in this strategy as 'lower income households'.

There is a difference between government priorities and actions that seek to "increase housing affordability" and those that seek an "increase in the amount of affordable housing". The former reduces the overall cost of buying or renting a home relative to income. The latter refers to providing targeted housing solutions for those with the highest identified need.

Supported housing

Supported housing caters for community members who are vulnerable or disadvantaged. Supported housing is an umbrella term that describes various approaches to providing affordable housing with support services. Supported housing can benefit: people with disability seeking support to live independently or in a group setting; older people who require support to "age in place", and continue living in their community; people who are living with mental illness; or people who have experienced or are at risk of homelessness who need support to maintain their tenancy. A range of supported housing models in the local area contributes to a diverse community.

Addressing homelessness

Homelessness policy in Australia is generally driven by the federal, state and territory governments, which are jointly responsible for funding and delivering housing, health, homelessness services and other social services around the country. Homelessness is a complex issue that cannot be solved by any one organisation.

The City is committed to addressing homelessness and works collaboratively with other levels of government, non-government services, peak bodies and the community on a number of strategies to reduce homelessness. The focus is on innovative 'Housing First' approaches which combine long-term tenancies with targeted support services.

The City helps reduce homelessness by facilitating the delivery of targeted housing solutions, investing in services that prevent homelessness and assist people to exit homelessness, supporting and engaging people who are sleeping rough, monitoring trends in inner city homelessness, and driving collaboration across sectors and services to ensure a coordinated and effective response.

The City currently invests over \$2 million each year to reduce homelessness and its impacts in Sydney, including investing \$3.5 million over three years to fund specialist homelessness services in the inner city.

The City will continue to work in partnership with government, non-profit organisations and the corporate sector to provide and coordinate responses to homelessness and to develop the capacity of the sector and the community.

The City's initiatives to increase affordable rental housing

The City uses its planning powers to facilitate the delivery of affordable rental housing. Three affordable rental housing contribution schemes currently operating are:

- Ultimo/Pymont, introduced in 1996, which requires that 0.8 per cent of residential floor area and 1.1 per cent of commercial floor area be provided as affordable rental housing
- Green Square, introduced in 1999, which requires that 3 per cent of residential floor area and 1 per cent of commercial floor area be provided as affordable rental housing
- Southern Enterprise Area (called the Southern Employment Lands in the Sydney LEP 2012), introduced in 2015, which requires that 3 per cent of residential floor area and 1 per cent of commercial floor area be provided as affordable rental housing.

In September 2018, the City approved a contribution scheme across the local government area that will affect land not in Green Square, Ultimo/Pymont and the Southern Employment Lands. The scheme will facilitate over 1,000 additional affordable rental dwellings if approved by the NSW Government.

It will require 3 per cent of residential floor area and 1 per cent of commercial floor area be provided as affordable rental housing. The proposal is consistent with the Region and District Plans and does not impact development viability.

The City also introduced preferential zoning for affordable rental housing on land zoned B7 – Business Park, where residential development is not otherwise permitted. This keeps land affordable for community housing providers and government who are seeking to purchase land in these areas to develop affordable rental housing.

The City uses planning agreements for affordable rental housing outcomes when changes are being made to planning controls, for example at Harold Park and Bay Street, Glebe.

In addition to using the planning framework to encourage affordable rental housing, the City also materially supports the provision of affordable rental housing, contributing approximately \$24 million over the last 10 years. This has included grants to non-government organisations, as well as granting or selling land below cost to community housing providers.

As at October 2018, the following affordable rental housing and diverse housing dwellings are built or projected to be built:

- 854 affordable housing dwellings, of which 685 are owned and managed by City West Housing
- 423 affordable rental housing dwellings in the pipeline being developments where a development application has been lodged, approved or is under construction
- 533 mooted affordable rental housing dwellings, being developments of which the City is aware, but have not yet reached development application stage
- 1,925 affordable rental housing dwellings projected under planning controls awaiting approval from the NSW Government.
- 42 diverse housing dwellings, being those dwellings built with a contribution from City's Affordable and Diverse Housing Fund.

Altogether, 3,735 affordable rental housing dwellings and 42 diverse housing dwellings are built or are being planned.

The NSW Government's Redfern Waterloo Affordable Housing Contributions Plan applies to the former Redfern Waterloo Authority's Operational Area. This plan has collected funds for the provision of additional affordable housing. The City will continue to advocate that a coordinated pathway is established for these funds to be used for additional affordable housing on NSW Government sites or elsewhere in the council area.

Actions

When will
it happen?

L3.1

Continue to facilitate housing development utilising capacity available under current planning controls.

Ongoing

L3.2

Increase the mix of dwelling types, tenures and sizes to support a diverse community by:

Ongoing

- a) investigating opportunities in the planning controls to increase the amount and improve the standard of housing that is universally designed. This includes encouraging the delivery of larger apartments on the ground floor to ensure people of all ages, people with disability, and families with children can find suitable housing with usable external space in the city
- b) supporting innovative approaches to housing delivery to promote housing diversity and affordability
- c) continuing to deliver a mix of one, two and three or more bedroom dwellings through the planning controls
- d) investigating controls to ensure secondary dwellings are well designed and respect the character of heritage areas
- e) advocating to the Australian and NSW Governments for action to reduce upward pressure on housing prices and rents and improve housing affordability
- f) continuing to support people who rent in the city by:
 - i. advocating to the NSW Government for more secure and longer-term private rental tenancies to improve rental security
 - ii. continuing to respond to complaints of unsafe conditions and overcrowding in the rental market
 - iii. working with other partners to strengthen the information available to tenants about their housing rights
- g) advocating to the NSW Government to mitigate the displacement of private rental housing from the market by short-term rental accommodation
- h) working with Aboriginal and Torres Strait Islander communities, housing providers, the NSW government and others to ensure development in Redfern, Waterloo and other areas in the city provides culturally appropriate affordable and social housing for Aboriginal and Torres Strait Islander peoples to prevent their displacement from the area.

L3.3

Work with the NSW Government to facilitate medium density housing that is designed and built to respect the established local character of an area and the amenity of future residents and the existing community through a process in which the community is consulted.

Post 2021

Actions

When will
it happen?

L3.4

Increase the diversity and number of affordable rental homes for lower income households by:

Ongoing

- a) implementing the Planning Proposal: Affordable Housing Review to increase the amount of affordable rental housing
- b) working with other councils in the District to jointly advocate for more affordable rental housing
- c) advocating to the NSW Government:
 - i. for changes to State Environmental Planning Policy (Affordable Rental Housing) 2009 ensuring boarding housing with floor space bonuses result in genuine affordable housing outcomes
 - ii. to deliver a minimum 25 per cent of floor space as affordable rental housing in perpetuity on all NSW Government sites, including on social housing sites
 - iii. to deliver 100% social and affordable housing to the Livable Housing Guideline's gold level on all NSW Government sites, in accordance with the target set by the National Dialogue on universal housing design
 - iv. to amend the Region and District Plans and State Environmental Planning Policy (Affordable Rental Housing) 2009 to ensure affordable rental housing is provided in perpetuity and supports key workers and others at need in the local community
 - v. to use the affordable housing funds from the Redfern-Waterloo Affordable Housing Contributions Plan and the redevelopment of Central Park to provide an increased proportion of affordable rental housing, in addition to the District Plan's affordable housing targets, on the Waterloo Estate
- d) advocating to the Australian and NSW Governments for targeted programs and policy interventions that respond to inner city housing market conditions and increase the supply of affordable housing.

L3.5

Increase the amount of social and supported housing by:

Ongoing

- a) advocating to the NSW Government to:
 - i. increase the number and quality of social and supported housing dwellings in the city
 - ii. significantly increase the proportion of social and supported housing on NSW Government sites that are being renewed
 - iii. ensure social housing that is sold within the local area is replaced in the local area
 - iv. ensure social and supported housing is well maintained and tenants are supported
- b) working with the NSW Government to adapt the Communities Plus model to retain public land in public ownership for social housing and include retention, adaption and improvement of existing social housing stock
- c) advocating to the Australian Government to allocate funding for the renewal of social housing sites and an increase of social housing dwellings
- d) reviewing the City's Homelessness Action Plan to reduce homelessness and its impacts in the city.



03 Productivity

Productivity is about enabling jobs and skills growth and a well-connected city to create conditions for a stronger economy through collaborative planning.

Sydney continues to be Australia's leading global and most economically productive city. Our local area attracts global talent and plays a significant role in the national, regional and district economy. We need to continue managing growth sustainably and promoting economic diversity and collaboration by ensuring that internationally competitive industries and sectors can innovate, agglomerate and grow.

The following local priorities identify how the City will continue to foster an economic environment that is competitive, resilient and equitable:

Priorities



Growing a stronger, more competitive Central Sydney



Developing innovative and diverse business clusters in City Fringe



Protecting industrial and urban services in the Southern Enterprise Area and evolving businesses in the Green Square-Mascot Strategic Centre

Priority **P1**

Growing a stronger, more competitive Central Sydney

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E7 – Growing a stronger and more competitive Harbour CBD
- ▶ E13 – Supporting growth of targeted industry sectors

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 1 – A globally competitive and innovative City of Sydney
- ▶ 5 – A lively and engaging city centre
- ▶ 7 – A cultural and creative city

Objective

- ▶ Central Sydney is Australia's global and most economically productive centre that:
 - a) is home to a diverse mix of regionally and globally focused industry sectors and businesses, retail, tourism and entertainment uses
 - b) embodies design excellence, celebrates heritage and has buildings and spaces of high amenity and sustainability performance to attract people to work, visit and play
 - c) fosters the innovation, collaboration and economic resilience and diversity of the Sydney region

Central Sydney – the economic powerhouse of the nation

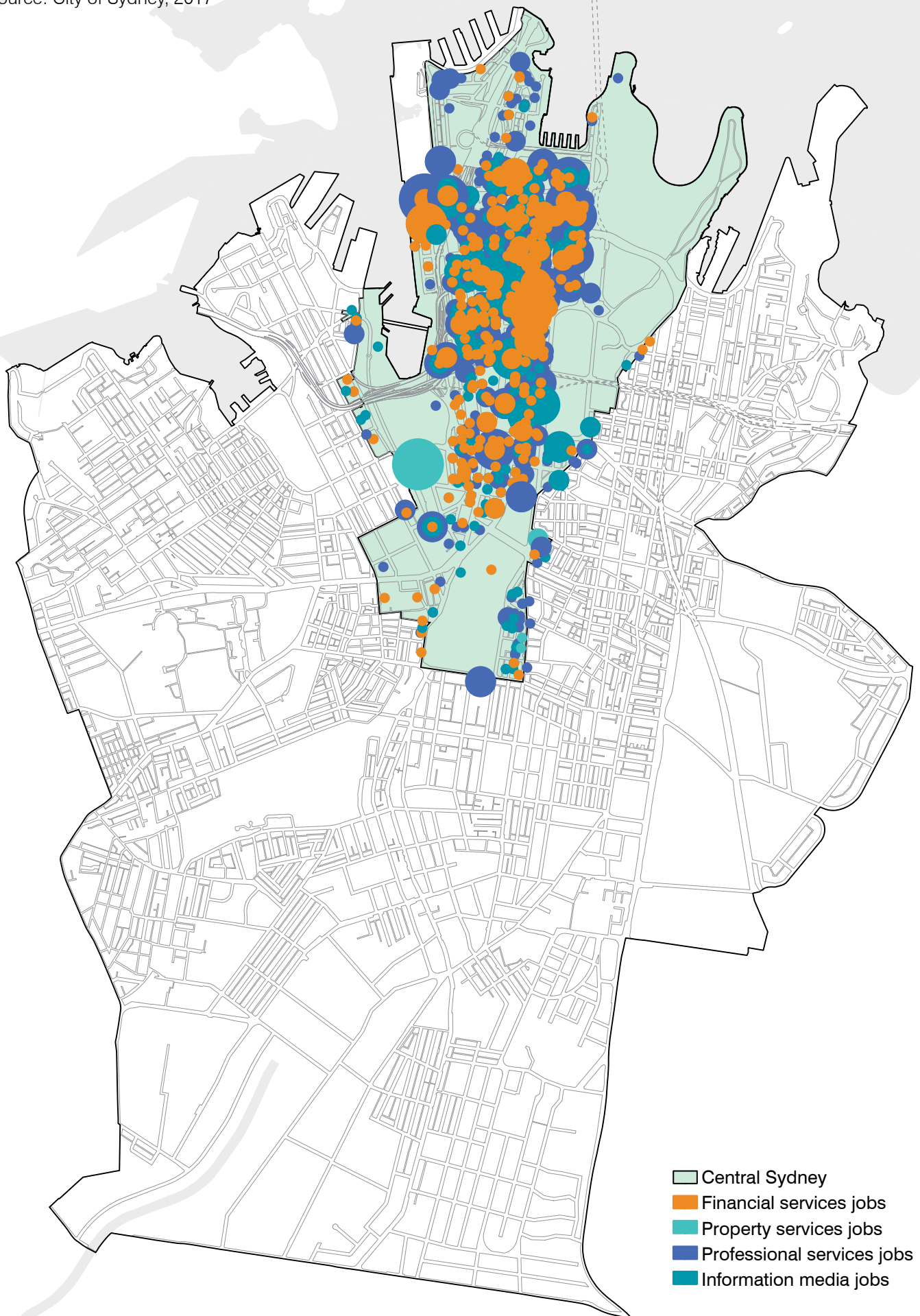
Central Sydney is the most economically productive and internationally competitive area in Greater Sydney. It is the main commercial centre of Australia and the nation's largest retail centre, generating over \$90 billion of economic activity annually (as at 2017/18)^{vii}.

Central Sydney competes on an international stage and plays a fundamental role in metropolitan Sydney's standing as one of the 20 most advanced, globally connected and competitive cities in the world^{viii}. It is, to a large degree, Australia's business brand with a number of globally influential and innovative firms' headquarters concentrated in the CBD. It maintains a strong global business, talent and investment reach with the highest concentration of top 500 companies and mainstream artistic and cultural institutions in Australia^x.

Central Sydney is home to the most economically productive clusters in the region driven by finance and financial services, professional services, property development, information media, government and retail clusters. It also has advanced creative and cultural industries that serve markets internationally and export expertise globally.

Central Sydney accommodates more than 12,600 businesses and 340,000 workers^x. Much more than a business district, it is home to over 31,600 residents^{xi} and receives a large proportion of the city's 660,000 daily visitors^{xii}. Central Sydney is a hub for tourism, business visitors, students and faculty that are attracted to its world-class educational institutions, iconic landmarks, heritage buildings, civic and cultural places, and night-time economy.

Figure 55: Key industry clusters in Central Sydney
Source: City of Sydney, 2017



Planning for growth

The District Plan states that planning controls in Central Sydney need to support commercial developments, otherwise there will be insufficient floor space to accommodate the forecast demand for jobs. There is increasing competition for space fuelled by projected business demand, demand for inner city living and escalating population growth. Central Sydney has limited capacity to grow and adapt due to its natural containment, heritage considerations and the growth in residential strata buildings resulting in the loss of sites for business development.

Between 2012 and 2016, 52 per cent of the new floor space developed in Central Sydney was residential. Without intervention, this will continue to constrain economic and employment growth^{xiii} and Central Sydney's capacity to contribute up to 101,800 additional jobs by 2036 to meet the baseline District Plan jobs targets for the Harbour CBD.

Catalytic projects by both the NSW Government and private sector will further elevate Central Sydney's market profile and perception. Central Sydney must be positioned to best take advantage of these investments and accommodate the likely increase in demand for employment floor space.

The community and industry told us that it is important to prioritise and increase economic and employment growth in Central Sydney.

The draft Central Sydney Planning Strategy framework proposes controls tailored to Central Sydney's unique characteristics. They enable opportunities for development that preserve and grow commercial, retail, cultural and other economically productive uses. It supports Central Sydney's economic role as a compact metropolitan centre by:

- prioritising employment growth and increasing employment capacity through genuine mixed-use controls, and changes to height limits in key areas and ensuring strategic uses are not inadvertently undermined by residential amenity provisions

- ensuring development responds to context by providing minimum setbacks for outlook, daylight and wind
- consolidating and simplifying planning controls by integrating The Rocks, Darling Harbour, areas around Ultimo, the University of Technology Sydney and the Central Railway Station
- providing for employment growth in new tower clusters
- ensuring infrastructure keeps pace with growth to sustain a resilient city with a strong community, economy and high standard of living
- moving towards a more sustainable city with planning controls that require best practice energy and water standards and for growth sites to drive net-zero energy outcomes
- protecting, enhancing and expanding Central Sydney's heritage, public places and spaces
- moving people more easily by prioritising streets for walking and cycling and expanding the pedestrian and public space network
- reaffirming commitment to design excellence
- monitoring outcomes and responding to issues that arise over time.

The draft Central Sydney Planning Strategy framework can facilitate up to 1.6 million square metres of additional employment floor space, which can accommodate approximately 46,650 jobs^{xiv}. This potential capacity accounts for over a quarter of the baseline jobs target for the City set in the District Plan and is critical to preserve the economic diversity and vitality of Central Sydney.

Figure 56: Central Sydney Structure Plan
Source: Draft Central Sydney Planning Strategy



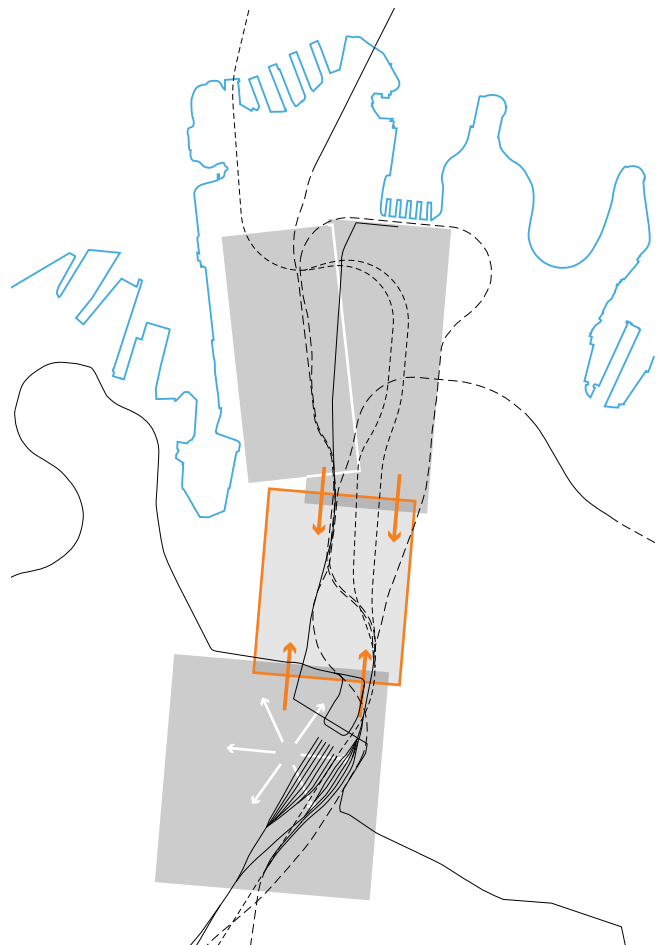
Central Sydney South

The draft Central Sydney Planning Strategy identifies the Central Sydney South precinct, which covers Chinatown and CBD South, for investigation for future potential economic and employment intensification.

It is a strategically important employment area given its location within Central Sydney and proximity to the Camperdown-Ultimo Health and Education Precinct and the growing knowledge and creative clusters in Chippendale, Surry Hills, Pyrmont and Ultimo. Influenced by planned infrastructure investments at Central and George Street and NSW Government's direction on the potential Sydney Technology and Innovation Precinct, the area is expected to experience pressures to change, including an increase in employment floor space demand and a change in social and economic profile. The Central Sydney South precinct can capitalise on these catalytic infrastructure investments and government initiatives while maintaining its culturally rich clusters, strong economic connections to Asian markets, and culturally distinct entrepreneurial culture.

Central Sydney South is expected to accommodate overflow demand from the rest of Central Sydney. However, the area is constrained by a lack of suitable employment floor plates and conversions to accommodation uses and student housing. It is important for the City to ensure that planning controls deliver built forms and appropriate typologies to accommodate the likely shift towards higher-order employment uses. This includes controls that will cater to the needs of both larger tenants in the financial and tech industries and knowledge-intensive small businesses and start-ups.

Figure 57: Central Sydney South: Future focus

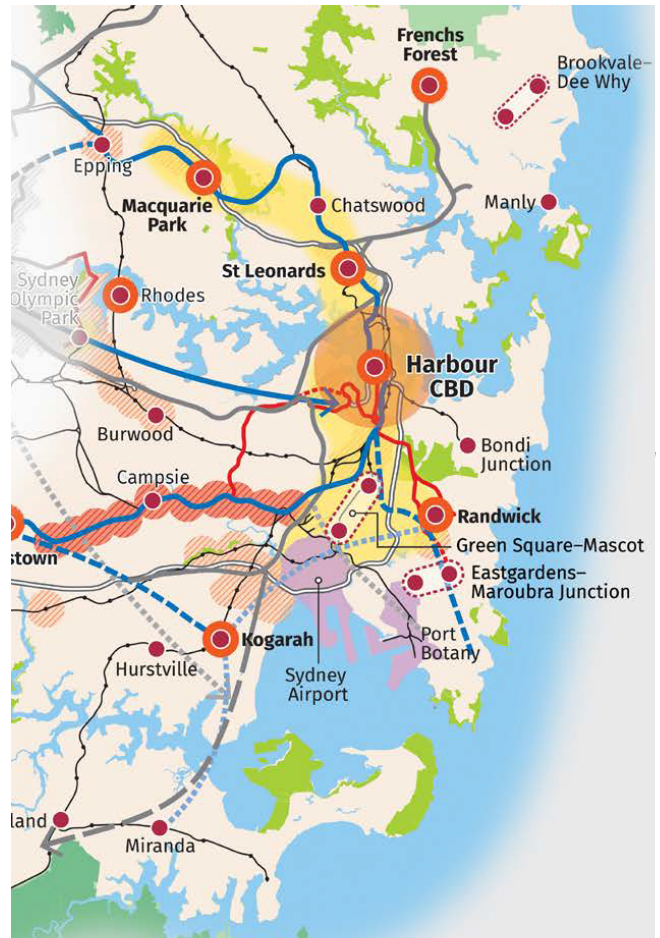


Source: Draft Central Sydney Planning Strategy

Supporting the Eastern Economic Corridor

The Eastern Economic Corridor is Greater Sydney's most productive economic asset, which covers strategic areas including Macquarie Park, Chatswood and St. Leonards through the Harbour CBD to Green Square-Mascot, Randwick and Sydney Airport. Central Sydney is an integral part of the Harbour CBD and Eastern Economic Corridor. It supports highly productive sectors that interacts globally and across Australia and economic activity that serves and is supported by other economically important areas within the city and the rest of the Eastern Economic Corridor. It is therefore important for the City to consider employment clusters and commercial market dynamics in areas beyond Central Sydney and our local area. It is also critical for us to continue contributing and collaborating with the rest of the Eastern Economic Corridor to ensure economic and employment growth in all centres. In particular, the City will focus on capitalising on market and industry cluster relationships within strategic economic and employment areas such as North Sydney CBD, in collaboration with North Sydney Council.

Figure 58: Eastern Economic Corridor



Source: Greater Sydney Commission

Actions

When will
it happen?

P1.1

Prioritise and increase capacity for economic and employment growth in Central Sydney to contribute towards achieving the jobs target for the Harbour CBD.

2021

P1.2

Provide an appropriate mix of land uses that support Central Sydney's role as the metropolitan centre and its visitor and night-time economies, including a range of retail, recreational, community, cultural and entertainment activities and hotel accommodation in the right locations.

2021

P1.3

Deliver diverse spaces to support the range of nationally important industries and clusters including financial and professional services, creative industries, information and communications technology and other knowledge-based industries and clusters.

2021

P1.4

Enhance connectivity in Central Sydney by prioritising streets for walking and cycling and expanding and improving public spaces.

2021

P1.5

Finalise and implement the draft Central Sydney Planning Strategy framework, including:

2021

- a) prioritising and increasing capacity for employment and economic growth in Central Sydney through genuine mixed-use controls and refined height limits in key areas
- b) protecting sunlight to important public spaces and parks
- c) ensuring that development responds to context and enhances amenity for building occupants and people in the public domain (including outlook, daylight and wind) through setbacks and design excellence requirements
- d) requiring best practice energy and water standards that contribute to net-zero energy outcomes
- e) enhancing and protecting Central Sydney's diverse heritage characteristics
- f) improving connectivity and enhancing and expanding Central Sydney's public places and spaces and pedestrian and open space network.

Actions

When will
it happen?

P1.6

Work with NSW Government and other relevant stakeholders to develop and implement a land use framework for Central Sydney South that:

- a) promotes employment growth, including affordable enterprise space, high technology industry, retail, community and cultural uses
- b) respects the area's unique character, setting and social and economic role
- c) continues to support Central Station's role as the primary mass transport interchange in Greater Sydney including support for additional metro stations and any future high-speed rail station in or in close proximity to it
- d) facilitates new public open space – in particular the third city square at Central – that improves people's safe and comfortable access to the station and the general enjoyment of the city for all
- e) facilitates improved environments and space for people walking and cycling
- f) facilitates precinct-scale energy, water and waste solutions.

2021

P1.7

Continue collaboration with North Sydney Council to support cluster and commercial market interdependencies between Central Sydney and North Sydney CBD.

Ongoing

Sydney's visitor economy

Receiving close to 45 per cent of all international visitors last year^{xv}, over 480,000 day visitors^{xvi} and containing close to 20 per cent of the hotel room supply across all major cities in Australia (as at 2018), the city maintains its foothold as Australia's primary international gateway and most visited city.

The community told us to ensure a mix of land uses that support the visitor and night-time economies.

Tourism plays a major role in our local area's character and economy – contributing more than \$7 billion with related businesses accounting for 11 per cent of the city's workforce (up to 50,000 jobs)^{xvii}. Every dollar spent on tourism generates almost as much spend elsewhere in the economy. Tourism also creates international and national business networks as more than one third of Sydney's visitors are drawn to the city for conferences, exhibitions or meetings.

The tourism and visitor economy is an important sector for the whole council area and is a priority for the City. We must continue to support it by providing a diversity of accommodation opportunities that respond to the different levels of demand in the market. However, land values across the city provide a major cost barrier to the development of a range of hotel accommodation. In Central Sydney, high land values affect the delivery of mid-range and budget accommodation. This has resulted in more larger-scale, high-end accommodation types being delivered in the area, with more than three quarters of rooms in Central Sydney being in the four and five-star categories.

Lower-rated accommodation is generally achieved through the conversion of older-style building stock. Three-star hotel accommodation therefore tends to be located in City Fringe and other areas across the city where land values are lower and appropriate building types are available for redevelopment. Development for visitor accommodation in these areas, however, experiences competition from other land uses such as apartments.

Supporting the visitor economy

The city is expected to continue to receive an increasing number of international and domestic visitors. Demand for hotels in Sydney is expected to grow by 4.7 per cent annually to 2020^{xviii}, which will continue to drive high occupancy and demand for three-star visitor accommodation.

The implementation of the City's Visitor Accommodation Plan will help deliver a range of new tourist accommodation to meet increasing demand. Since 2016, almost 7,000 new rooms have been approved across the city, with 40 per cent currently under construction. Around 85 per cent of these new rooms are located within Central Sydney. This will assist in delivering a variety of accommodation types that suit visitor needs in highly visited areas across the city, including in Central Sydney, City Fringe and activity streets.

The City will continue to ensure that Sydney remains a drawcard for tourists. This involves taking a place-led and people-focused approach to unlock new sites for a diverse range of future hotel accommodation and deliver more world-class public spaces that characterise Sydney as the nation's premier destination city. This will be assisted by the City's continued work on draft Central Sydney Planning Strategy, future planning for the City Fringe and key enterprise areas and activity streets, and collaboration with NSW Government and key stakeholders in key projects such as the Bays Market District, Central Station and Circular Quay.



Circular Quay

Circular Quay is the tourism gateway to the city. It is one of Australia's most recognisable destinations and a critical transport interchange that attracts large crowds every day and night. It is a celebrated natural gathering place connected to Sydney's local, national and international identity.

Warrane (the Aboriginal name for what is now Circular Quay), is also a highly significant place for both the Aboriginal and non-Aboriginal communities. It is the site of first contact between the Eora and Europeans. Warrane and Sydney Harbour were integral to the everyday lives of the Eora people.

Transport for NSW is preparing for an update to the Circular Quay wharves and associated public space, which aims to improve Circular Quay's transport services and interchange function to meet the high and increasing demand. This will be beneficial to visitors and workers and provides an opportunity to upgrade the associated public space in the precinct.

Any future development in Circular Quay must be appropriate to the importance of the place and its economic role and increases the extent and quality of the precinct's public domain and spaces. This is in line with Sydney's 2030 vision to establish Circular Quay as "a lively, people-friendly and premium business centre reconnected to the harbour". It will also ensure that Warrane and Sydney Harbour maintain their integral connection to the Aboriginal community and be enjoyed by future generations of both our local community and visitors alike.



A more balanced, diverse and inviting night-time economy

The city is Australia's global centre of economic activity, society and culture and a destination for night-time activity, events, cultural activities and performances. Over the past decade, legislation changes, including the lockdown laws, have affected the night-time economy in the city.

Historically, Sydney's night-time has been characterised by licensed premises. The result has been a culture focused on one activity. A more inclusive, vibrant and diverse night-time offering is important to the long-term economic competitiveness of the city, including its ability to attract talent and investment^{xix}.

The City's OPEN Sydney Strategy and Action Plan sets a vision and directions, to improve the diversity of the night-time, performance and cultural offerings in the city over the next 20 years. The Plan led to the recent review of the Late Night Trading planning controls and the Open and Creative City discussion paper.

The recently adopted Late Night Trading planning controls will support a more balanced, diverse and inviting night-time by: incentivising cultural activities and performance.; providing more opportunities for late trading in appropriate locations; discouraging the negative effects of clustering and encourage later trading for shops and businesses.

The later opening of shops, cafes, medical facilities, libraries and theatres will complement both the day and night economy.

The integration of a range of day and evening activities into local areas and strategic locations will attract and serve businesses and employees.

As part of the Open and Creative City planning reforms, we are investigating allowing shops and local businesses in established retail areas to extend their opening hours to 10pm without a new development consent, protecting live music through the agent of change principle and allowing minimal impact small-scale cultural uses as exempt development in appropriate areas.

These reforms will promote a more balanced, inviting and safe night-time economy and encourage a range of cultural, entertainment, arts and leisure activities. They support our global city offering and help attract visitors, workers and investment.

Priority **P2**

Developing innovative and diverse business clusters in City Fringe

In giving effect to *A Metropolis of Three Cities* and the Eastern City District, this Local Priority delivers on the following planning priorities:

- ▶ E7 – Growing a stronger and more competitive Harbour CBD
- ▶ E8 – Growing and investing in health and education precincts and the Innovation Corridor
- ▶ E11 – Growing investment, business opportunities and jobs in strategic centres
- ▶ E13 – Supporting growth of targeted industry sectors

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 1 – A globally competitive and innovative City of Sydney
- ▶ 5 – A lively and engaging city centre

Objectives

- ▶ City Fringe is a leading place for investment and innovation and is known for its specialised economic role, knowledge-intensive clusters, urban amenity and character
- ▶ Walkable, high amenity and technologically connected places support knowledge-sharing and collaboration between diverse businesses, institutions and global talent
- ▶ The Innovation Corridor is globally competitive with specialised knowledge-intensive, research and innovation-based clusters, industries and institutions
- ▶ The Eastern Creative Precinct is a thriving, regionally significant cluster of creative sector business, arts and cultural enterprises
- ▶ Genuine mixed-use village areas celebrate distinct economic, social, heritage and cultural characteristics

City Fringe covers strategically important and jobs-rich areas within the District Plan's Harbour CBD metropolitan centre but also outside Central Sydney. It features some of the most diverse and mature knowledge-based and creative clusters in the District, which are concentrated within the Innovation Corridor identified in the District Plan and the Creative Precinct emerging in the eastern part of the city. These clusters include:

- Specialised research, health and education clusters anchored around major institutions in Central Sydney south, Camperdown and Ultimo
- Professional services and specialised technology-based industries such as digital industries and information media in Pyrmont through to Redfern-Waterloo
- Creative industries with key concentrations in Surry Hills, Chippendale and through to Darlinghurst and eastern part of the city.

Specialised high-value clusters in City Fringe make an important contribution to the city's economy, employing up to 130,000 workers and contributing up to \$33 billion, about 25 per cent, of our local economic output annually^{xx}. Knowledge-intensive clusters represent some of the fastest-growing sectors in our local area. Between 2012 and 2017, employment in professional services, information media and creative industries grew by over 30 per cent, making the Crown and Baptist Streets, Harris Street and Redfern Street villages, the three most economically productive villages outside Central Sydney.

Over the last two decades across the globe, advanced economies have restructured with an emphasis on knowledge-based and technology-driven activities^{xxi}. In this 'new economy', innovation and creativity are central for driving economic growth, which is increasingly based on clusters, agglomeration and the competitive attractiveness of places and cities.

Figure 59: ■ City Fringe

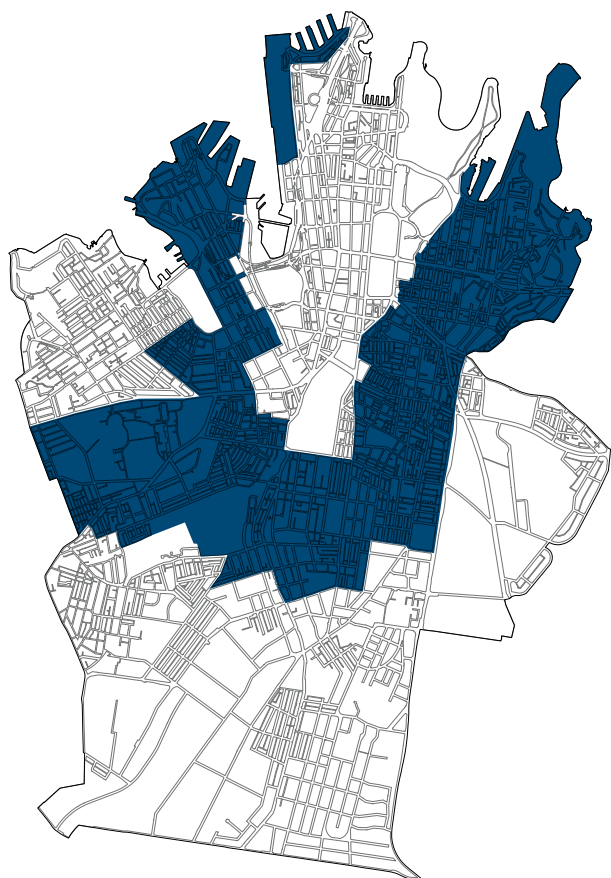


Figure 60: ■ Innovation Corridor

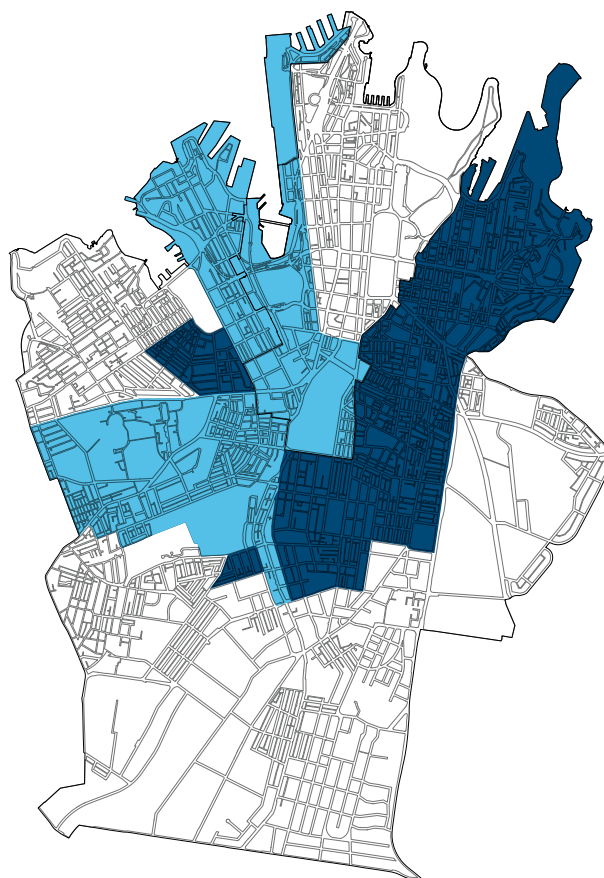


Figure 61: ■ Camperdown-Ultimo Health and Education Precinct

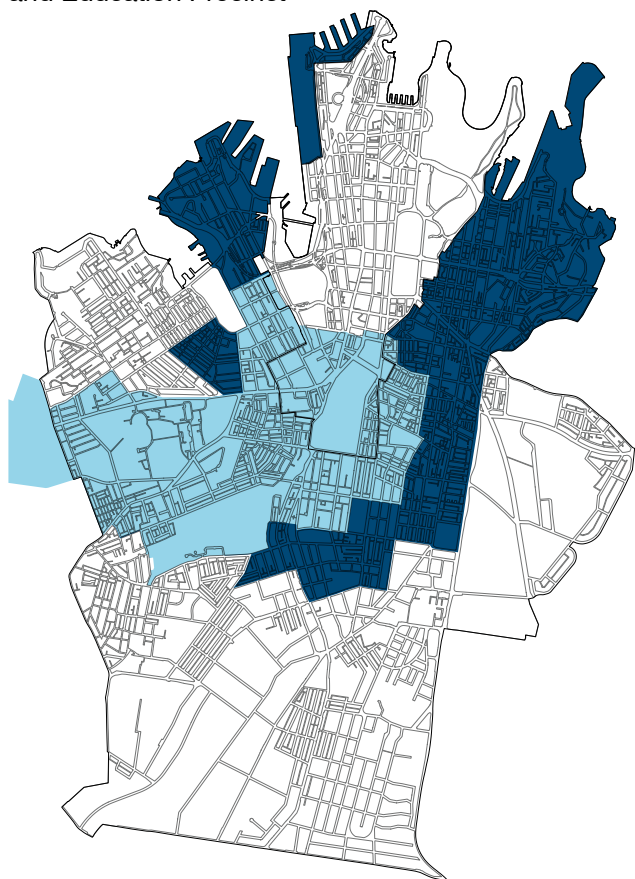
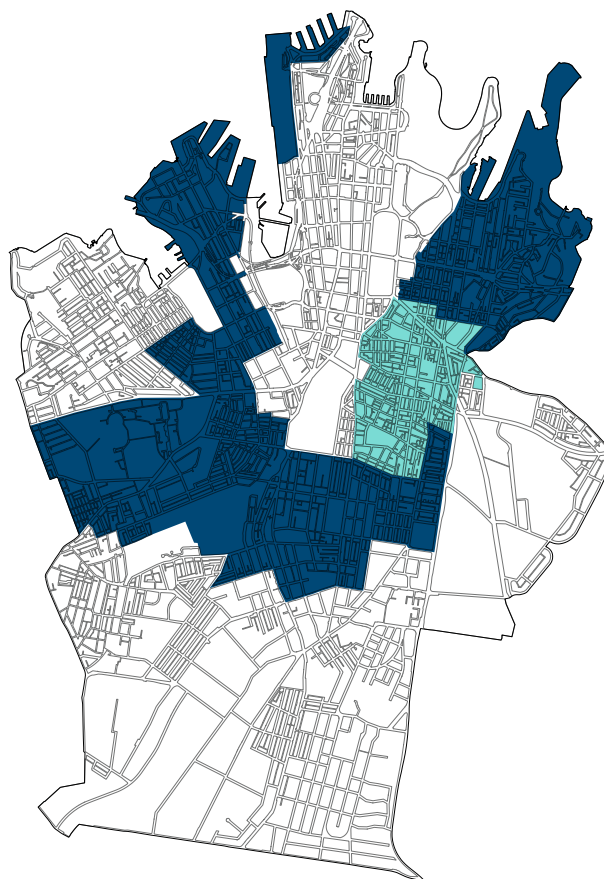


Figure 62: ■ Eastern Creative Precinct



The community told us to ensure a mix of land uses to support lively and thriving village economies.

Within City Fringe, the Innovation Corridor and the emerging Eastern Creative Precinct support businesses and knowledge-based clusters to achieve economies of scale through access to an extensive customer base. This larger customer base presents opportunities for enterprises to gain efficiencies by specialising in a particular field. This process encourages agglomeration and provides opportunities for businesses to exchange ideas, innovate and gain access to a diverse and highly skilled labour force.

The high-value clusters across City Fringe are at the forefront of the type of innovative and diverse clusters needed for global economies to be competitive in the 21st century. The city's economic success in the new economy relies on its ability to diversify and leverage off the proximity, relationships and culture of existing and emerging businesses and clusters and their ability to agglomerate.

The City's planning proposal for 225-279 Broadway, Glebe establishes innovative and unique site-specific planning controls to create strategic land use outcomes and can be a model for activity streets and other places in the City Fringe.

The new controls provide additional floor space for uses that align with the education, creative and knowledge-intensive focus of City Fringe within an urban form that responds to the context

Innovation Corridor

The Innovation Corridor includes places conducive for innovation and knowledge-intensive growth such as the Camperdown-Ultimo Health and Education precinct and areas within Pyrmont through to Central including the Sydney Innovation and Technology Precinct, Redfern and Waterloo, including the Botany Road Corridor.

These places benefit from proximity to dense economic activity in Central Sydney, major health and education institutions and significant private and public investment including existing transport infrastructure and urban amenities that attract talented labour force

These places also benefit from industry and cross-government collaboration to develop economic development strategies to ensure their long-term productivity and ability to adapt to future economic and technological change.

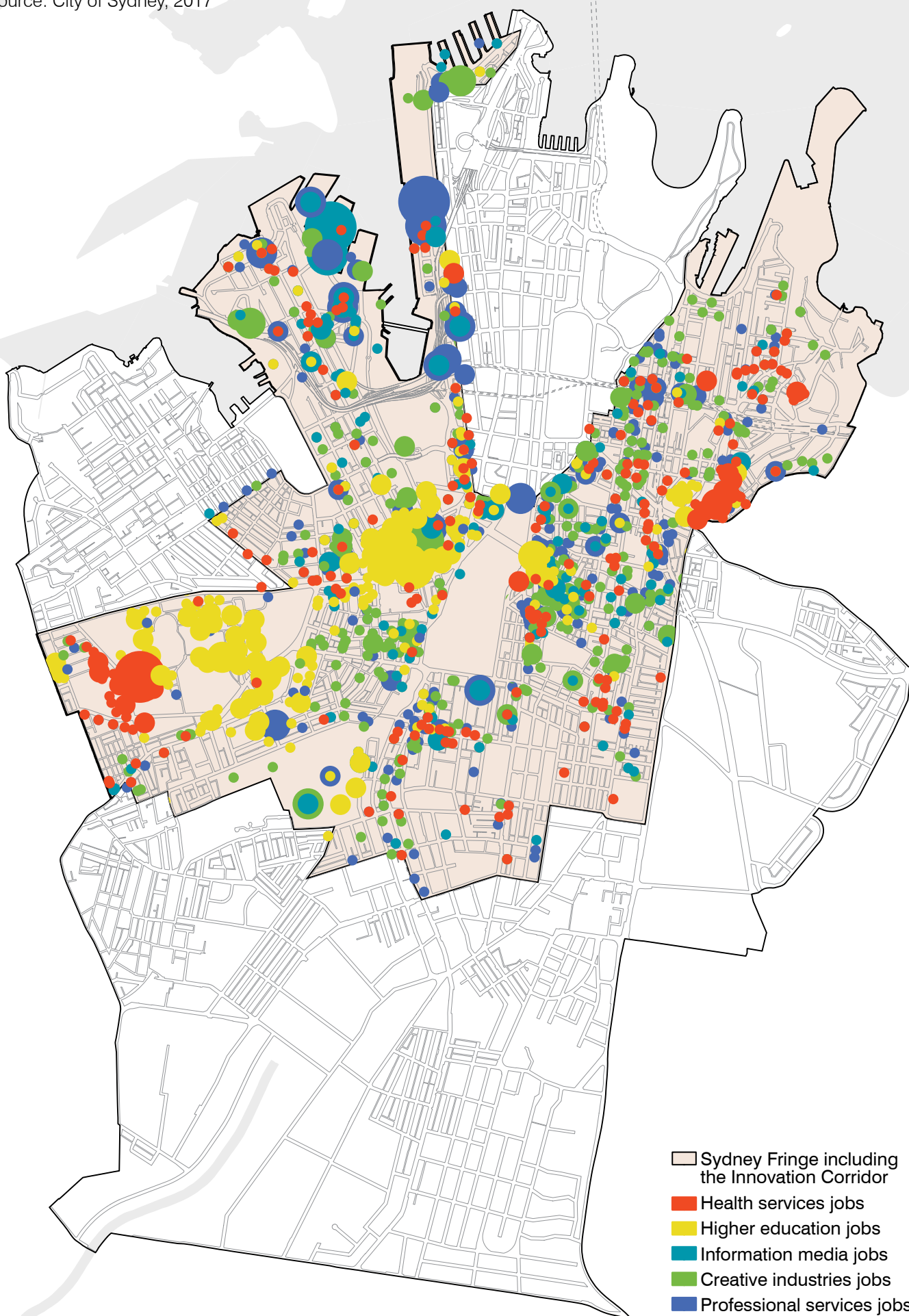
Within the Innovation Corridor, the District Plan identified the Camperdown-Ultimo Health and Education precinct as a potential area that could develop into a mature 'Innovation District'. It is one of the largest and most comprehensive health and education precincts in Greater Sydney, accommodating more than 97,000 workers^{xxii} in the specialised health and life sciences, education and research services, creative industries and information media sectors.

The Greater Sydney Commission's Camperdown-Ultimo Place Strategy establishes a vision for the precinct to attract high-growth sectors, new jobs and investment that make a major economic and social contribution to New South Wales through research, discovery, collaboration and innovation.

In the Central to Eveleigh corridor, the NSW Government has committed to creating a globally competitive innovation and technology precinct. The vision is to create 25,000 new innovation jobs, 100 new scale-up companies and to triple NSW's technology exports. This is an opportunity to deliver catalytic economic outcomes by linking internationally focused finance and professional services clusters in Central Sydney to those within the Innovation Corridor.

Redfern-Waterloo experienced strong employment growth – growing by up to 51 per cent in jobs between 2007 and 2017^{xxiii}. This growth was accommodated within existing development and despite a reduction in employment floor space. The area is expected to continue attracting demand from businesses unable to secure suitable space in Central Sydney and other areas in City Fringe such as Surry Hills and Chippendale but growth will be constrained if the loss of business floor space continues. This overflow demand will be influenced by the area's proximity to Central Sydney, existing clusters and attractors within the Camperdown-Ultimo Health and Education precinct, such as the Australian Technology Park, and infrastructure investments around Redfern station and the future Waterloo Metro station.

Figure 63: Key industry clusters in City Fringe
Source: City of Sydney, 2017



The Harris Street and Pyrmont area contains 7 per cent of the city's employment and contains clusters of creative industries, information media, tourist and cultural industries, and higher education and research. The area is increasingly a sought-after location for specialised information media, technology and creative industries, which has led to a continuous decline in office vacancy rates^{xxiv}.

The demand for space in the area is influenced by businesses seeking a cheaper alternative to Surry Hills and Central Sydney, as well as the presence of anchor institutions such as Google, Fairfax and the University of Technology Sydney. The area's ability to cope with the increase in demand from more knowledge-intensive businesses is constrained by the limited availability of building stock, particularly high-quality stock with appropriate floor plates. Providing more capacity for commercial uses is also constrained by the increasing demand for residential development, including student housing and lack of transport accessibility.

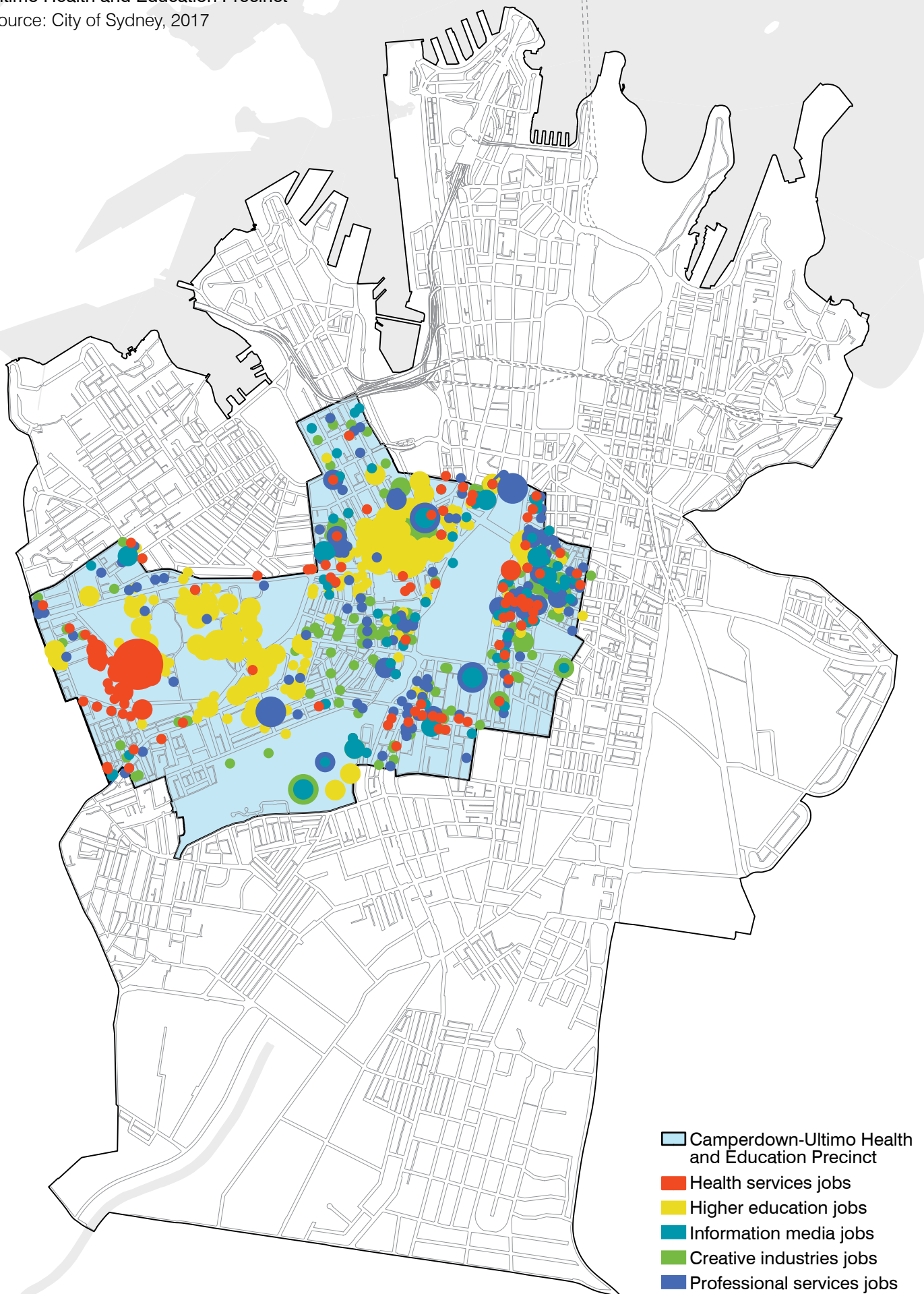
The review of planning controls in Pyrmont will focus on unlocking opportunities for economic development and jobs growth. The NSW Government's development of The Bays Market District in particular provides an opportunity to deliver a renewed hub for leading edge, innovative and creative workplaces within the Innovation Corridor. The area will also feature a rejuvenated Sydney Fish Market, posed to be the largest market of its kind in the Southern Hemisphere, which could receive up to 5 million visitors a year^{xxv}.

Pyrmont peninsula

Following a review by the Greater Sydney Commission in August 2019, the NSW Government has announced it will develop new planning controls with the objective of Pyrmont and the Western Harbour Precinct becoming the "gateway to the CBD" and Sydney's next "economic and jobs hub".

Pyrmont has been identified as a precinct for 'collaborative planning' between the NSW Government and council. The City will work with the NSW Government in its place based review of Pyrmont. The review should respect the existing character of the area and prioritise employment growth and economic development to deliver a genuine mixed-use precinct.

Figure 64: Key industry clusters in the Camperdown-Ultimo Health and Education Precinct
Source: City of Sydney, 2017



Eastern Creative Precinct

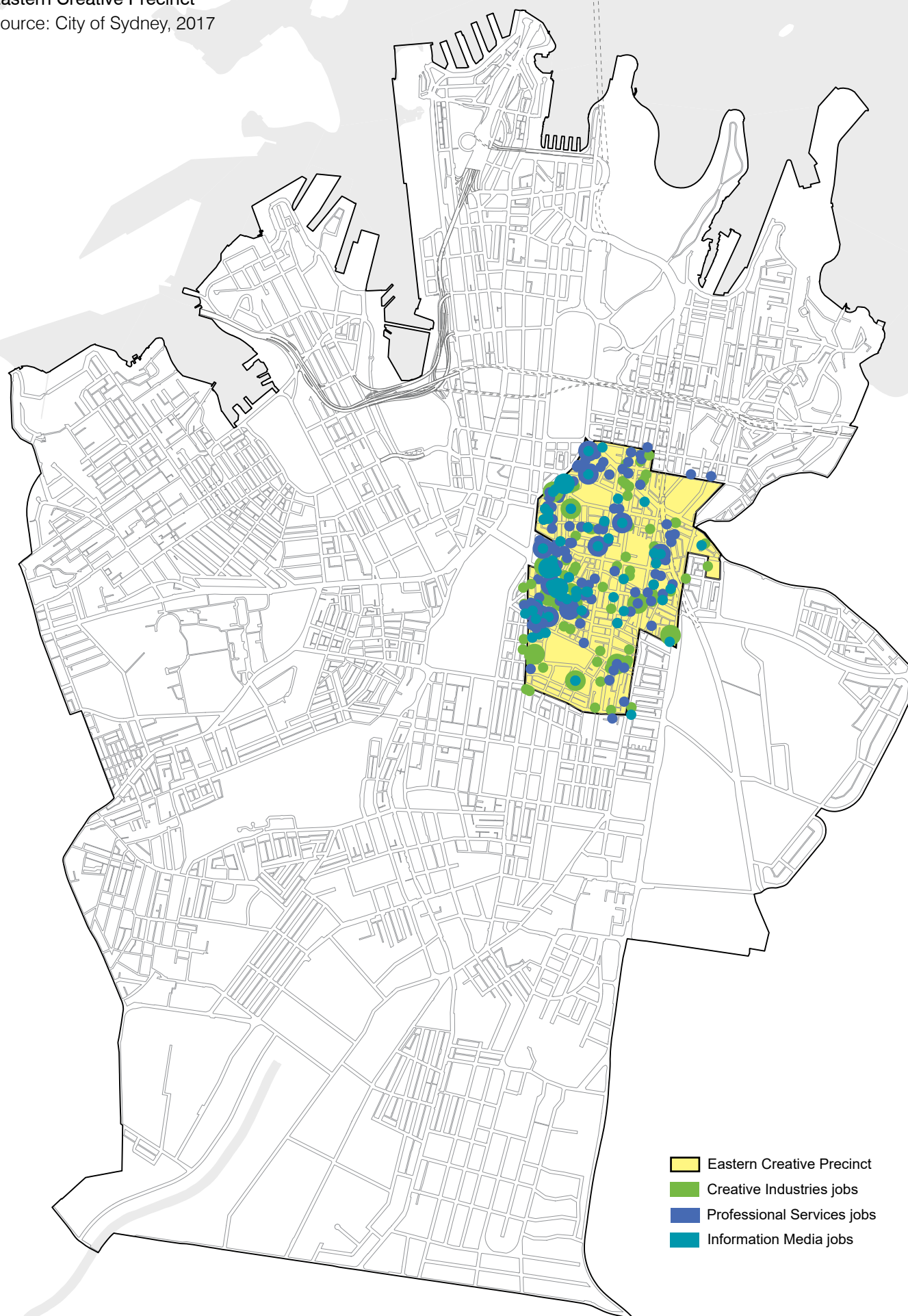
Creative industries are distributed throughout the villages within City Fringe, with concentrations in Surry Hills (around Central station) and in high streets throughout Redfern Street, Crown and Baptist Streets and Oxford Street villages.

Businesses and workers in creative industries are attracted to accessible areas with good amenity and diversity in character and built forms. The City will continue to prioritise and encourage diverse and well-designed workplaces, ranging in size, type and price points, to support emerging and established creative and cultural industries in parts of Surry Hills. The City will continue to protect and encourage creative and cultural uses around Taylor Square and Oxford Street to support existing and emerging clusters within the Eastern Creative Precinct. This will capitalise on the City's cultural spaces, such as the Eternity Playhouse and East Sydney Community and Arts Centre, and the recently announced long-term lease for the National Art School and other existing institutions, businesses and cultural activities.

There is a strong correlation between where businesses in professional services, information media and creative industries choose to locate and the presence of retail and food and drink clusters. The employment opportunities, social and cultural offering, urban character and proximity to Central Sydney make areas along the Eastern Creative Precinct attractive for a range of businesses and workers and residents alike. The diversity in built form and spaces within it also appeal to businesses looking for a different offering from conventional workspaces offered elsewhere in the city.

Figure 65: Key industry clusters in the Eastern Creative Precinct

Source: City of Sydney, 2017



Driving innovation through planning

City Fringe has experienced significant growth over the last 10 years. City Fringe accommodates more than 125,000 residents, up to 127,000 workers and over 7,500 businesses. As one of the most desirable areas in the city and given its strong public and private interest and its locational benefits, the City needs to manage the pressures of change and prioritise capacity for a diverse range of knowledge-based business and enterprise activities.

The diverse mix of industry and the relationship between sectors that make up the city's dynamic economic ecosystem will continue to drive the city's and Harbour CBD's overall productivity. Central Sydney's financial and professional services are dominant sectors in the city's economy. Economic competitiveness, innovation and resilience will be supported by growth in education, health, technology and creative sectors throughout City Fringe. Further, the finance sector's global and national focus could be leveraged by the knowledge-intensive sectors and clusters in City Fringe.

The economic opportunities of the City Fringe relies in part on the capacity for clusters to grow. Our capacity study shows that 52 per cent of the remaining floor space capacity available within current planning controls in City Fringe is likely to be for uses other than residential. However, 70 per cent of this available capacity is within business zones that allow residential development.

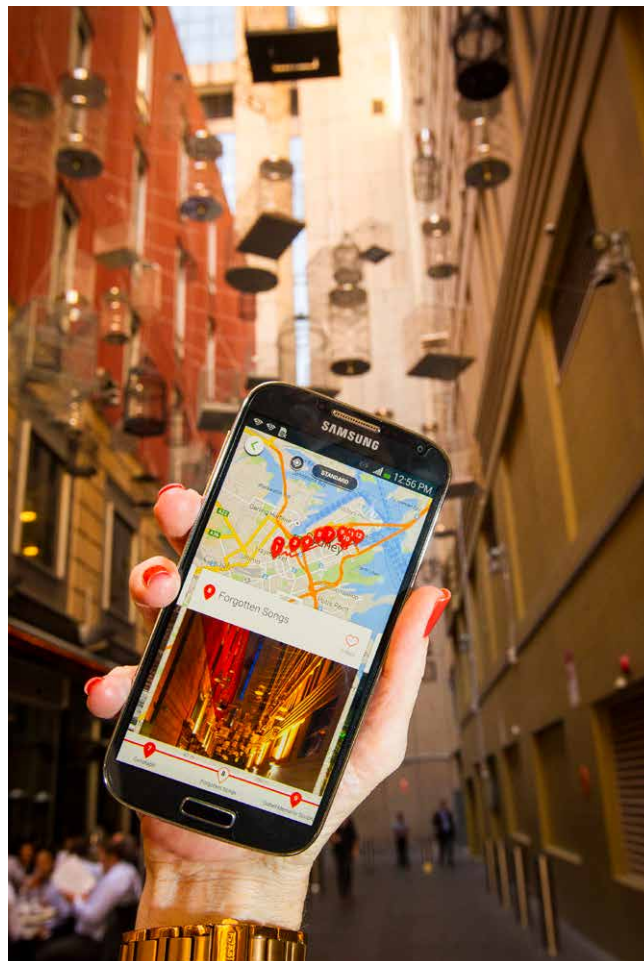
Without intervention, residential development may constrain City Fringe's capacity to contribute up to 53,800 additional jobs by 2036 to meet the baseline District Plan jobs targets for the Harbour CBD. We also need to improve the diversity of enterprise spaces and balance other uses, including housing, community, recreational and cultural uses, or risk losing out to other global economies that are continually moving towards a knowledge-based innovation economy.

The City will continue taking a place-based and sector-focused approach in planning for City Fringe. This involves prioritising the delivery of a wide variety of spaces, ranging in type and price points, to support the growth of specialised clusters within the Innovation Corridor, the Camperdown-Ultimo Health and Education Precinct and the Eastern Creative Precinct. This also includes unlocking capacity to meet the increasing demand for enterprise floor space in the Crown and Baptist Streets village areas and working with the NSW Government to ensure future planning controls in the Harris Street village area (which includes Pyrmont) can facilitate appropriate growth while remaining sensitive to areas with unique built form and heritage qualities.

The ability of businesses and clusters to continue to grow and agglomerate also relies on their ability to connect, both physically and technologically. The City will continue advocating and facilitating ongoing transport and digital infrastructure investments to improve connectivity within clusters in City Fringe and to the rest of the Eastern Economic Corridor, including the rest of the Harbour CBD and the Green Square-Mascot Strategic centre.

Smart Sydney

Cities and economies across the world are experiencing a technological revolution amidst rapid urbanisation, globalisation and climate change. We need to ensure that we can harness technology and digital intelligence to enable an environment in which people, businesses, processes and policies work cohesively to weave technology into the fabric of everyday life. Moving towards a 'smart city' is vital for the City to sustain our global reputation as a liveable, resilient and competitive place that attracts innovation, investment and global talent. We will continue our participation in developing a platform of digital connectivity and infrastructure that integrates physical, digital and human systems, enables collaboration and unlocks collective intelligence to solve pressing challenges and discover new opportunities.



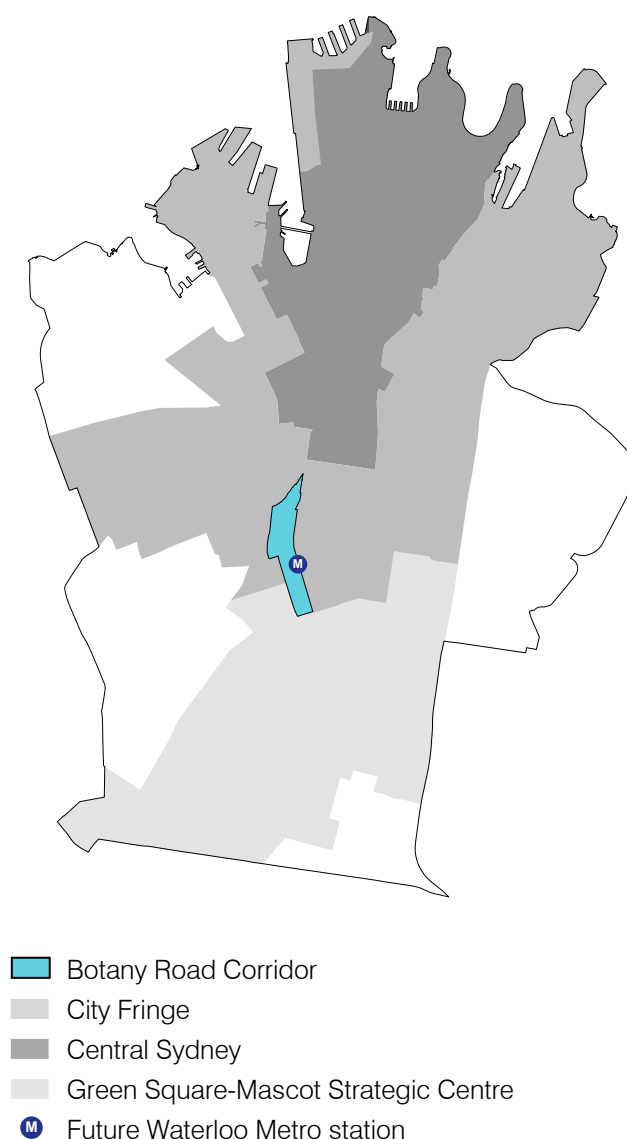
To realise our vision for a connected and innovative multi-centre economy, the City will focus on safeguarding the economic role of key places within City Fringe experiencing the pressures of change. This involves prioritising business, knowledge-intensive, creative and other enterprise activities in mixed use areas (B2 Local Centre and B4 Mixed Use zones).

The City will also investigate opportunities to increase non-residential capacity in the Botany Road Corridor. The Botany Corridor is an opportunity to grow the Eveleigh node of the Camperdown-Ultimo Health and Education precinct to support the NSW Government's Sydney Technology and Innovation precinct and link to the future Waterloo Metro station. The corridor has the potential for private sector business and investment to leverage off and support the offering of Australian Technology Park.

We will continue to collaborate with the NSW Government on projects and initiatives, including The Bays Market District and the Sydney Technology and Innovation Precinct, to deliver places that attract knowledge-based industries and highly skilled workers and create flow-on benefits for the surrounding precincts. We will also continue collaborating with the NSW Government, Inner West Council, the universities, TAFE, RPA and other stakeholders on the commitments and directions in the Greater Sydney Commission's Camperdown-Ultimo Place Strategy.

Within the Eastern Creative Precinct, the City will plan for and support creative, cultural, food and drink and entertainment businesses in key areas and vibrant high streets within the Oxford Street and Crown and Baptist Streets village areas, including Surry Hills. This includes improving planning controls to support night-time businesses, creative uses and performance activities. The City will also work with businesses, land owners and institutions to encourage appropriate creative and cultural uses and anchor the Precinct around institutions and clusters in Taylor Square and Oxford Street, including the National Arts School.

Figure 66: Botany Road Corridor



Actions

When will
it happen?

P2.1	Deliver diverse, suitable and well-designed spaces and places to support City Fringe's contribution to the city's and the District's economic diversity, affordability and resilience with a focus on knowledge-intensive sectors.	2021
P2.2	Enhance physical and technological connectivity and legibility within City Fringe to support the ability of people, businesses, institutions and clusters to interact, grow and agglomerate.	2021
P2.3	Investigate opportunities to unlock capacity for enterprise floor space in parts of the Crown and Baptist Streets village areas, including lower Surry Hills, to support productivity, cluster growth and contribute towards achieving the jobs target for the Harbour CBD.	Post 2021
P2.4	Ensure a genuine mix of uses to support lively and thriving village economies within City Fringe, including residential development provided it does not compromise commercial or enterprise uses.	Ongoing
P2.5	Strengthen the economic and productive role of the Innovation Corridor by: <ul style="list-style-type: none"> a) prioritising and safeguarding space for specialised and knowledge-based clusters and businesses, including, health, education, creative industries, professional services and information media b) identifying and supporting opportunities to appropriately increase capacity for commercial and other enterprise uses particularly those contributing to specialised and knowledge-based clusters, in mixed use (B2 and B4) zoned areas, including the Botany Road Corridor c) continuing our collaboration with NSW Government, Inner West Council, TAFE NSW, University of Notre Dame, University of Sydney, University of Technology Sydney, NSW Health and the Local Health District and other relevant stakeholders to ensure that productivity and industry cluster growth outcomes are prioritised in the Camperdown-Ultimo Health and Education precinct and Sydney Technology and Innovation Precinct. 	Ongoing

Actions

When will
it happen?

P2.6

Strengthen the economic and cultural role of the Eastern Creative Precinct by:

- a) safeguarding the capacity for a range of diverse and well-designed business, retail and office spaces, particularly for the creative industry sector
- b) encouraging the delivery of affordable space in developments for tech start-ups, innovation, creative industries, cultural infrastructure and community uses
- c) protecting and enhancing the entertainment, arts, performance and cultural role of areas and high streets within the Eastern Creative Precinct, including through the provision and preservation of space for cultural performance and production.

2021

P2.7

Continue advocacy to ensure delivery of sufficient and appropriate commercial, business, office and retail floor space in current and future NSW government projects in The Bays Market District, Waterloo Metro Quarter and Waterloo Estate, Central station, Redfern station and North Eveleigh and South Eveleigh.

Ongoing

P2.8

Work with the NSW Government to review planning controls for Pyrmont to facilitate appropriate economic and employment growth while remaining sensitive to Pyrmont's unique built form and heritage qualities.

2021

Sydney's retail sector

Sydney is Australia's premier retail destination providing a variety of retail options in the city centre and thriving main streets in our villages that match those found in comparable global cities.

The retail sector comprises over 8,700 businesses and employs over 15 per cent of the city's workforce. It provides employment opportunities for a broad level of skills and plays an important role in attracting global businesses and their highly skilled workers who seek a high-quality lifestyle and work environment. Contributing up to an estimated 6.1 per cent of the city's economic output (2017/18), the sector is not only a major economic driver but also contributes to the city's liveability. The sector offers vital services to our residents, workers and visitors and enriches the everyday cultural and social fabric of the city.

The City's policies and plans, including the City of Sydney Retail Action Plan and other initiatives recognise the diversity of retail in the city. The City will continue working with industry and government partners to help create an environment for retail businesses to flourish. Our planning approach will continue to support retail businesses across various formats and target market segments within a sustainable centres and transport framework.

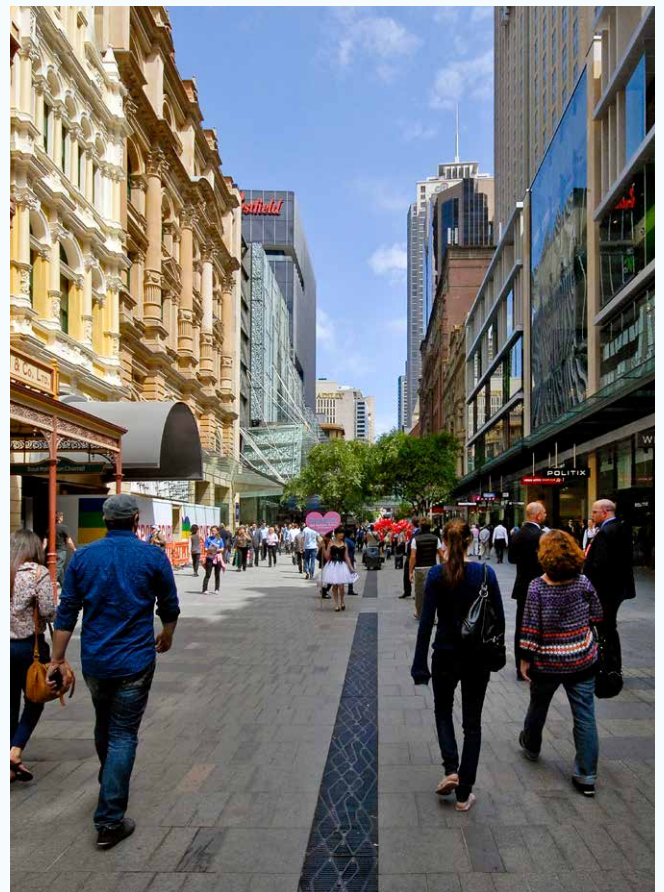
The Central Sydney Planning Strategy framework recognises the importance of retail premises in Central Sydney, which is home to one-third of the city's retail premises.

Action P1.2 focuses on providing an appropriate mix of land uses that support Central Sydney's role as the metropolitan centre and its diverse retail offering including tourism, culture, shopping, personal services and food and drink options.

In the City Fringe and high streets, the City will focus on ensuring a genuine mix of uses, including diverse retail options to support lively and thriving village economies (see Action P2.4).

The City will continue its approach in planning for large-scale retail development in planned centres to ensure that residents, visitors and workers have access to goods and services across the city.

Through the review of the City of Sydney Employment Lands Strategy, the City will ensure that industrial and urban services that are vital to the long-term productivity of the city and District are protected and managed. The review will consider enterprise uses, including retail that caters to the needs of strategically important industrial and urban services businesses in the Southern Enterprise Area and the wider Green Square-Mascot Strategic Centre. In particular, the City will identify and support opportunities for desirable non-residential uses, including retail, cultural and enterprise activities in the B7 zoned land in North Alexandria (see Action P3.1).



Priority **P3**

Protecting industrial and urban services in the Southern Enterprise Area and evolving businesses in the Green Square-Mascot Strategic Centre

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E9 – Growing international trade gateways
- ▶ E11 – Growing investment, business opportunities and jobs in strategic centres
- ▶ E12 – Retaining and managing industrial and urban services lands

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following direction:

- ▶ 1 – A globally competitive and innovative city

Objective

- ▶ The Green Square-Mascot Strategic Centre and Southern Enterprise Area continue to support a range of evolving businesses, services and specialised industries that contribute to the productivity of the Eastern Economic Corridor, Harbour CBD and international trade gateways

The Southern Enterprise Area in the Green Square-Mascot Strategic Centre comprises some of Sydney's most strategically located areas of business, industry and urban services. The area offers unique value from its locational efficiency close to the economic powerhouse of Central Sydney and the global gateways of Port Botany and Sydney Airport.

The role of the Southern Enterprise Area is to facilitate new businesses and industry opportunities, provide employment across a range of sectors, and make land available for key industrial activities and essential urban services. Businesses within this area currently deliver both direct and indirect support services to facilitate the development and operation of the critical international trade gateways of Sydney Airport and Port Botany as well as Central Sydney and business and community needs throughout the District. The Southern Enterprise Area will continue to play a crucial role in supporting the growth of the local, metropolitan, state and national economies, while facilitating regional and global network connections.

Situated within the Eastern Economic Corridor and just three kilometres from Central Sydney, the Green Square-Mascot Strategic Centre, including the Southern Enterprise Area may accommodate up to 11,400 additional jobs by 2036 to meet the District Plan's baseline jobs target. It is two kilometres from Sydney Airport, which handles around 44.4 million domestic and international passengers per year^{xxvi}. Around 530,000 tonnes of freight passes through the airport, and it is a major generator of both direct and indirect jobs, many of which are located in the Enterprise Area^{xxvii}. Also located just three kilometres to the south of the Strategic Centre is Port Botany, which is Australia's largest port by volume, handling over 2.5 million twenty-foot equivalent units (TEU) of freight^{xxviii}.

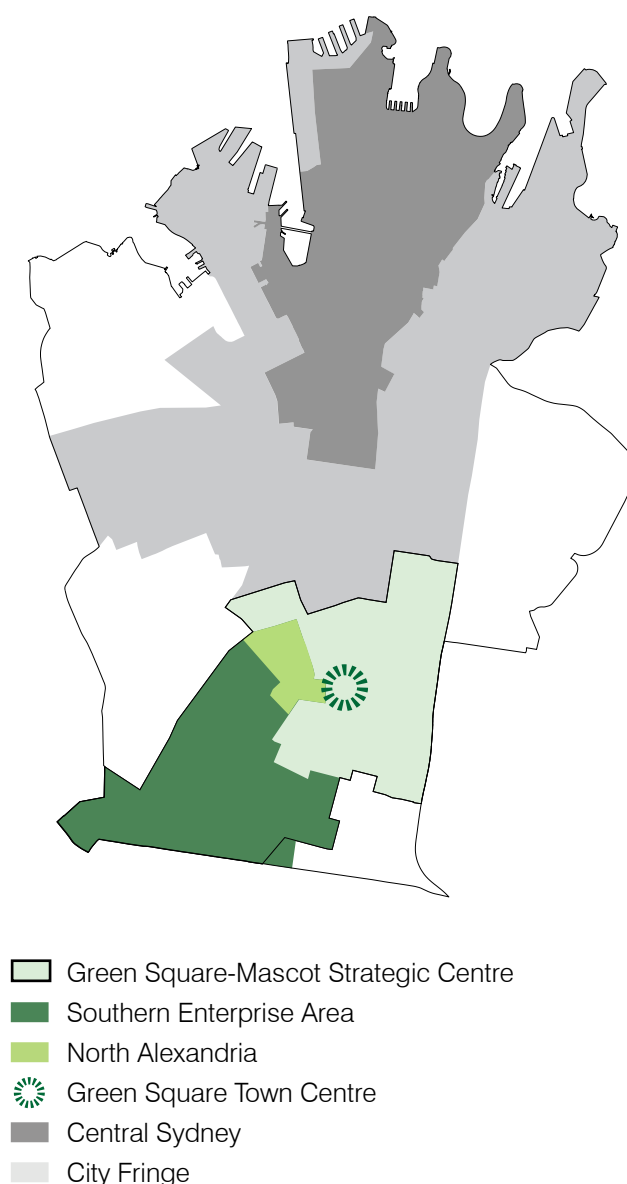
The Southern Enterprise Area contains 60 per cent of the District's B6 Enterprise Zone and B7 Business Park zoned land and 11 per cent of all industrial and urban services lands in the District^{xxix}. Given the area's importance in providing opportunities for business, industry and services, residential development is not permissible within these zones, with the exception of suitable affordable rental housing in the B7 Business Park zone.

By maintaining the area for employment, the City continues to provide opportunities for ongoing growth in specialised employment sectors as a means to meeting the jobs target within the Green Square-Mascot Strategic Centre as well as the wider Eastern City District. Keeping land mainly for employment ensures that these uses are not displaced by residential dwellings. There is a strong demand within the city for industrial land use that is essential to the efficient and effective functioning of the city, together with adaptively re-used spaces for non-industrial commercial use, including more knowledge-intensive and creative sectors that require more affordable space.

The importance of industrial and urban services lands is recognised through the implementation of the City's Employment Lands Strategy to ensure ongoing, adequate and appropriate supply of suitable land for business, industry and services and to guide employment growth to 2030^{xxx}. The Strategy ensures that enterprise-focused zones are protected in the long term and continue to facilitate emerging businesses and industry opportunities. It introduced a more flexible approach to land use in parts of the Southern Enterprise Area to facilitate higher-density employment and new economic activities such as new industrial uses, creative uses, knowledge-intensive uses and more flexible commercial, retail, industrial and community spaces. At the same time, it sought to ensure that industrial-focused lands are not overburdened and continue to remain viable for important lower-value uses.

The Southern Enterprise Area accounts for 68 per cent of all businesses within the Strategic Centre. Within the city, the manufacturing sector is largely concentrated in the Southern Enterprise Area, accommodating a 43 per cent share of all businesses in this sector. Over one quarter, 28 per cent, of the city's transport and logistics businesses are in the Enterprise Area and 32 per cent of all motor vehicle-related businesses^{xxxi}. The importance of the Southern Enterprise Area can be seen in terms of the floor space used by these key sectors: 70 per cent of manufacturing sector floor space, 46 per cent of motor vehicle industry-related, and 18 per cent of the transport and logistics sector within the city are located within the Southern Enterprise Area^{xxxii}.

Figure 67: Green Square-Mascot Strategic Centre



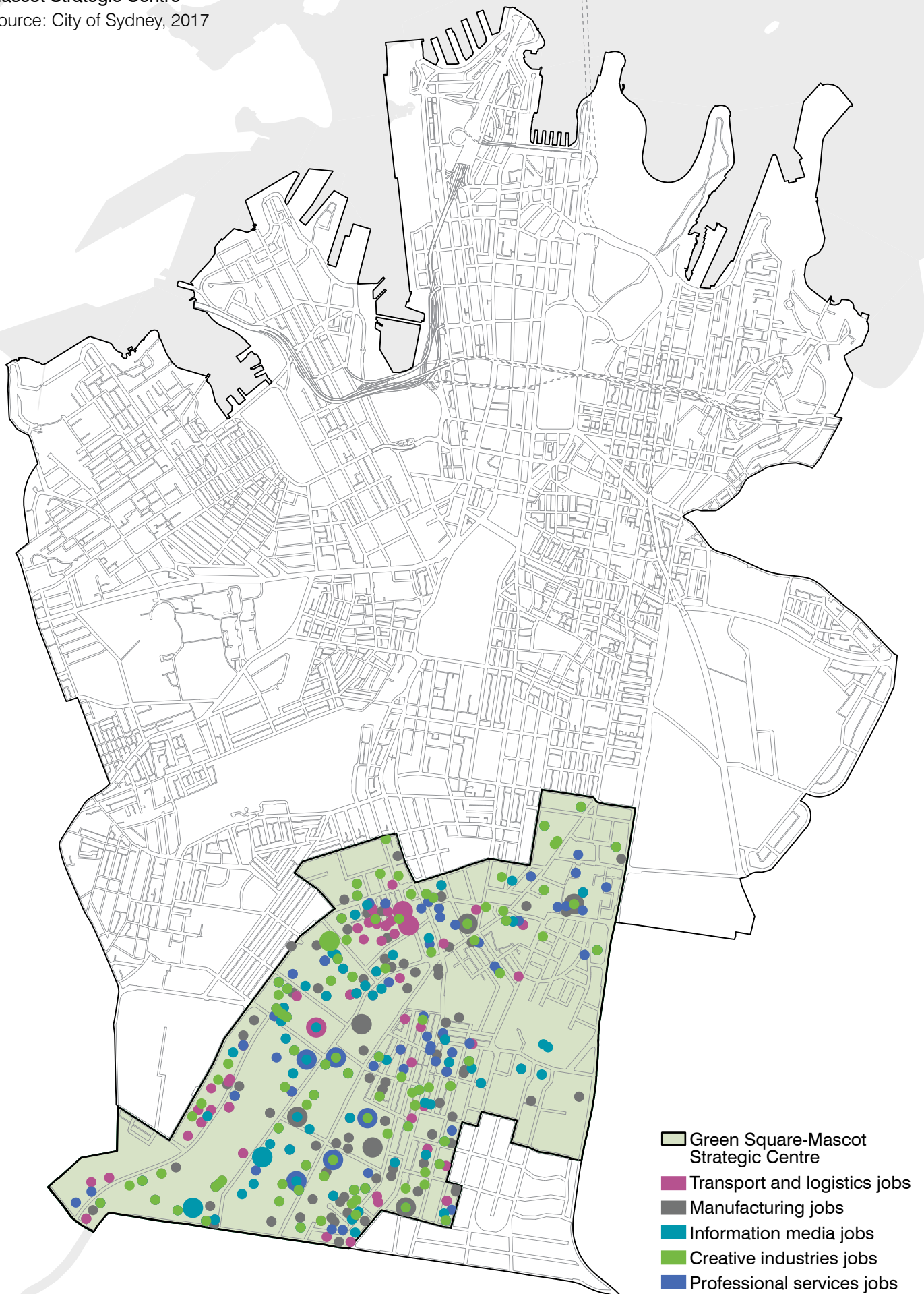
The city has a strong employment share nationally in digital economy-related businesses and those in the financial sector. There is an ongoing need for suitable land to house digital and data infrastructure to support these sectors while making room for growth in these knowledge-based economies. Old manufacturing centres have been moving out of the Eastern District as new innovation hubs become the engines driving the city's prosperity. Increased productivity costs have seen manufacturing relocate to areas in the outer suburbs of Sydney or offshore due to the advantageous opportunity costs in doing so. As these lands are vacated, there is the opportunity for other uses to move south from Central Sydney, taking advantage of the lower rents on offer, while still being strategically located within the local area. The decline of manufacturing-dominated industries has been matched by a rise in a new service-dominated economy. Despite the decline in the manufacturing sector, there is still a need to retain affordable and well-located land for urban services needed by the city's and the District's growing population and economy.

North Alexandria, located near Green Square station, is a strong area for potential business transformation from the former industrial activities towards a range of higher-density, more knowledge-intensive and creative industry employment sectors. High rental costs in the Harbour CBD have resulted in a mix of businesses moving south, drawn by good public transport provision at the station. These are supported by a high amenity environment within the Green Square Town Centre.

As residential uses develop in the urban renewal area, more retail and personal services businesses are attracted to the area to provide essential goods and services to the people living there. Its proximity to both the industrial lands and the urban renewal area enables it to act as a business transition zone and capture overflow demand from Central Sydney as well as to provide services and amenity for nearby Green Square. Protecting the existing B7 Business Park zoning in North Alexandria against residential encroachment enables future employment demand to be accommodated. The City will undertake a precinct-based review of planning controls to facilitate desirable non-residential uses within the B7 zoned land in North Alexandria.

South Alexandria offers opportunities for manufacturing sectors which still require proximity to both Central Sydney and the trade gateways due to existing networks, supply chains and customer base. Wholesale trade, transport and logistics services and the postal and warehousing sectors benefit from locating in less dense areas where rental costs are lower. Logistics service providers get additional advantages from being located close to the port and airport. In addition, some public services, such as waste management facilities and council depots, are best suited to the fringes of urban areas due to the support services they provide to these residential areas.

Figure 68: Key industry clusters in the Green Square-Mascot Strategic Centre
 Source: City of Sydney, 2017



Actions

When will
it happen?

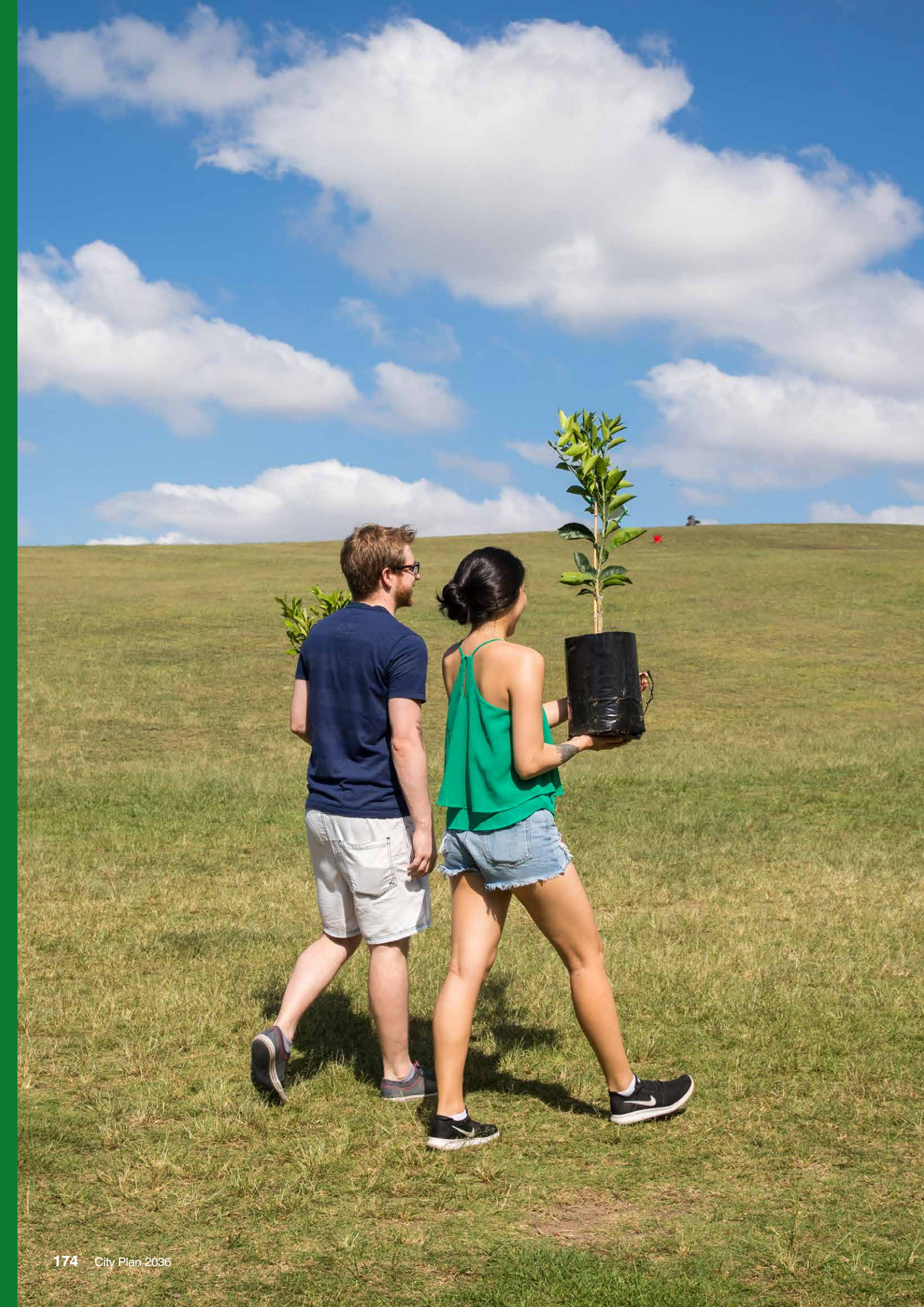
P3.1

Enable economic and specialised sector growth which supports Central Sydney, the Eastern Economic Corridor and the international trade gateways, and contributes towards the jobs targets for the Green Square-Mascot Strategic Centre by:

2021

- a) retaining and managing the Southern Enterprise Area for industrial and urban services uses while enabling new business opportunities which reinforce the economic role of the Strategic Centre
- b) undertaking the five year review of the City's Employment Lands Strategy
- c) identifying and supporting opportunities for cultural activities and enterprise uses to grow in appropriate locations
- d) undertaking precinct-based planning to investigate appropriate land use and built form controls to facilitate desirable non-residential uses within B7 zoned land in North Alexandria
- e) reviewing the permissibility of shop-top housing along Botany Road, south of Green Square Town Centre
- f) continuing collaboration with Bayside Council in giving effect to the District Plan's actions for the Green Square-Mascot Strategic Centre.








04 Sustainability

Sustainability in planning aims to reduce the impacts of development on the environment and people's wellbeing.

This is achieved by protecting and enhancing the natural environment; maximising the efficient use and re-use of water, energy and waste in new buildings and precincts; and, improving the resilience of our natural and built environment to protect people from natural and urban hazards.

The following local priorities identify how the City will continue to improve the sustainability of our community:

Priorities

-  **S1** Protecting and enhancing the natural environment for a resilient city
-  **S2** Creating better buildings and places to reduce emissions and waste and use water efficiently
-  **S3** Increasing resilience of people and infrastructure against natural and urban hazards

Priority **(S1)**

Protecting and enhancing the natural environment for a resilient city

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E14 – Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways
- ▶ E15 – Protecting and enhancing bushland and biodiversity
- ▶ E17 – Increasing urban tree canopy cover and delivering Green Grid connections

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 2 – A leading environmental performer
- ▶ 9 – Sustainable development, renewal and design

Objectives

- ▶ The City has healthy natural waterways and foreshore environments that can be enjoyed by all
- ▶ Waterways, bushland and canopy cover contribute to resilience by reducing urban heat, enhancing biodiversity and improving liveability

Urban bushland, biodiversity and canopy cover

Sydney's landscape has changed dramatically, since the Gadigal of the Eora Nation cared for and sustained these lands. Today, the city's environment is highly developed and urban with almost all original vegetation and other natural features removed or modified. This has greatly reduced urban bushland, biodiversity and canopy cover in the city and so their preservation and improvement is important for the city's resilience.

Urban bushland, biodiversity and canopy cover are important to climate change adaptation and provide vast liveability benefits. Vegetation and canopy cover reduces the urban heat island effect^{xxxiii}, cleans air and water and assists with effective water management. The liveability benefits include improving amenity and wellbeing, while trees and greening can also improve property values.

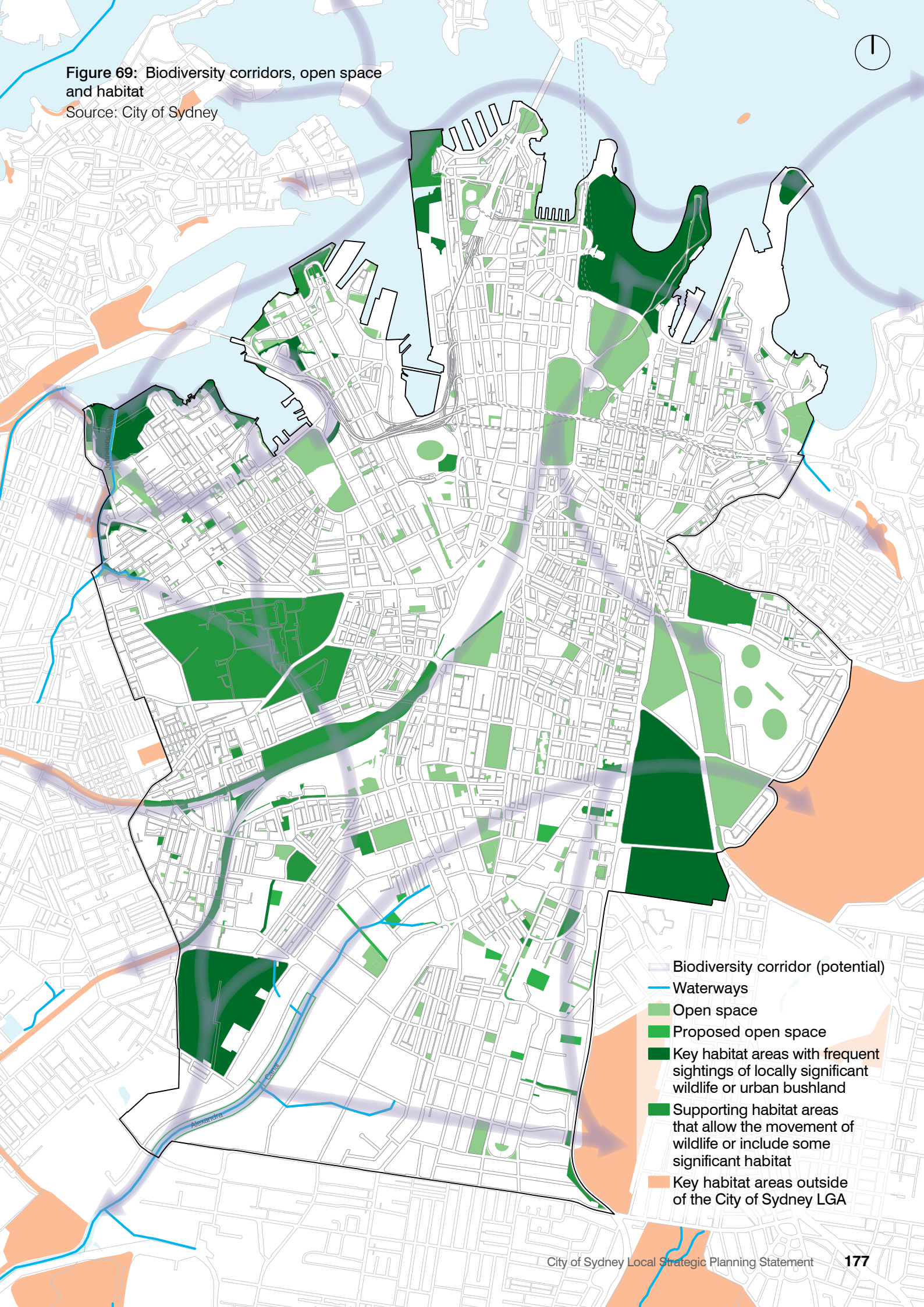
Bushland is remaining native vegetation or altered vegetation that is still representative of the native vegetation. There are areas of urban bushland throughout the city, including in Sydney Park, parks throughout Glebe and along the light rail corridor. The City has increased its bushland restoration sites by 300 per cent between 2012 and 2015. These sites need to be maintained and new sites established^{xxxiv}.

Currently, the city contains five significantly recreated vegetation communities, which are groups of plant species. These include the Sydney Turpentine Ironbark Forest, Eastern Suburbs Banksia Scrub and Coastal Saltmarsh, which are also listed as endangered. A flora survey conducted in 2011 indicated there are approximately 365 flora species, including 80 weed species, in the local area^{xxxv}. A fauna survey conducted in 2017/18 recorded 104 native species^{xxxvi}. Many of the species have adapted well to the urban environment.

Over time, development has reduced the connectivity between already fragmented habitat sites and reduced biodiversity. Habitat connectivity is essential for the long-term conservation of a diverse range of species and ecological communities. The City has identified the general location of habitat corridors; their implementation needs to be managed through the development process.

Figure 69: Biodiversity corridors, open space and habitat

Source: City of Sydney



In the City, 62 per cent of land is privately owned^{xxxvii}. The ability to implement biodiversity and canopy cover on private land is challenging due to small lot sizes in some parts of the city and intensive site coverage for commercial, industrial and high-density residential uses. This makes it challenging to increase urban bushland, habitat for biodiversity, canopy cover and other greening.

The community told us that tree canopy should be increased as much as possible.

Sustainable Sydney 2030 includes a target to increase canopy cover by 50 per cent from the 2008 baseline by 2030. Canopy cover in the city has increased from 15.5 per cent in 2008 to 18.1 per cent in 2019^{xxxviii} but needs to be 23 per cent to meet the target. The City is planting large amounts of canopy in the public realm, particularly in road reserves as they are under the City's care and control. Opportunities to increase tree planting on private land is limited but critical in meeting the overall canopy cover targets. In 2008, private land included 7 per cent of the City's canopy cover, even though it makes up more than half the City's area^{xxxix}. The City encourages increased canopy cover on private property through Landscape Code requirements in development applications.

In road reserves, vegetation and canopy cover compete for space with infrastructure, people, bicycles and cars, particularly as the Austroads standards for road design reduce the opportunity for vegetation and canopy cover. While there is opportunity to plant additional vegetation, including canopy cover, along canals, railway and light rail corridors and foreshores, these areas are also identified for active travel routes, resulting in further competition for space.

To support resilient urban ecosystems, the City will:

- protect and enhance locally indigenous vegetation which provides good habitat for fauna
- improve habitat connectivity across the city and to areas of habitat in adjoining council areas
- prioritise space for vegetation in road reserves
- protect and enhance canopy cover.

Priority areas and targets for canopy cover and biodiversity that relate to land uses will be identified, taking into consideration opportunities and constraints. The targets will then inform planning controls.

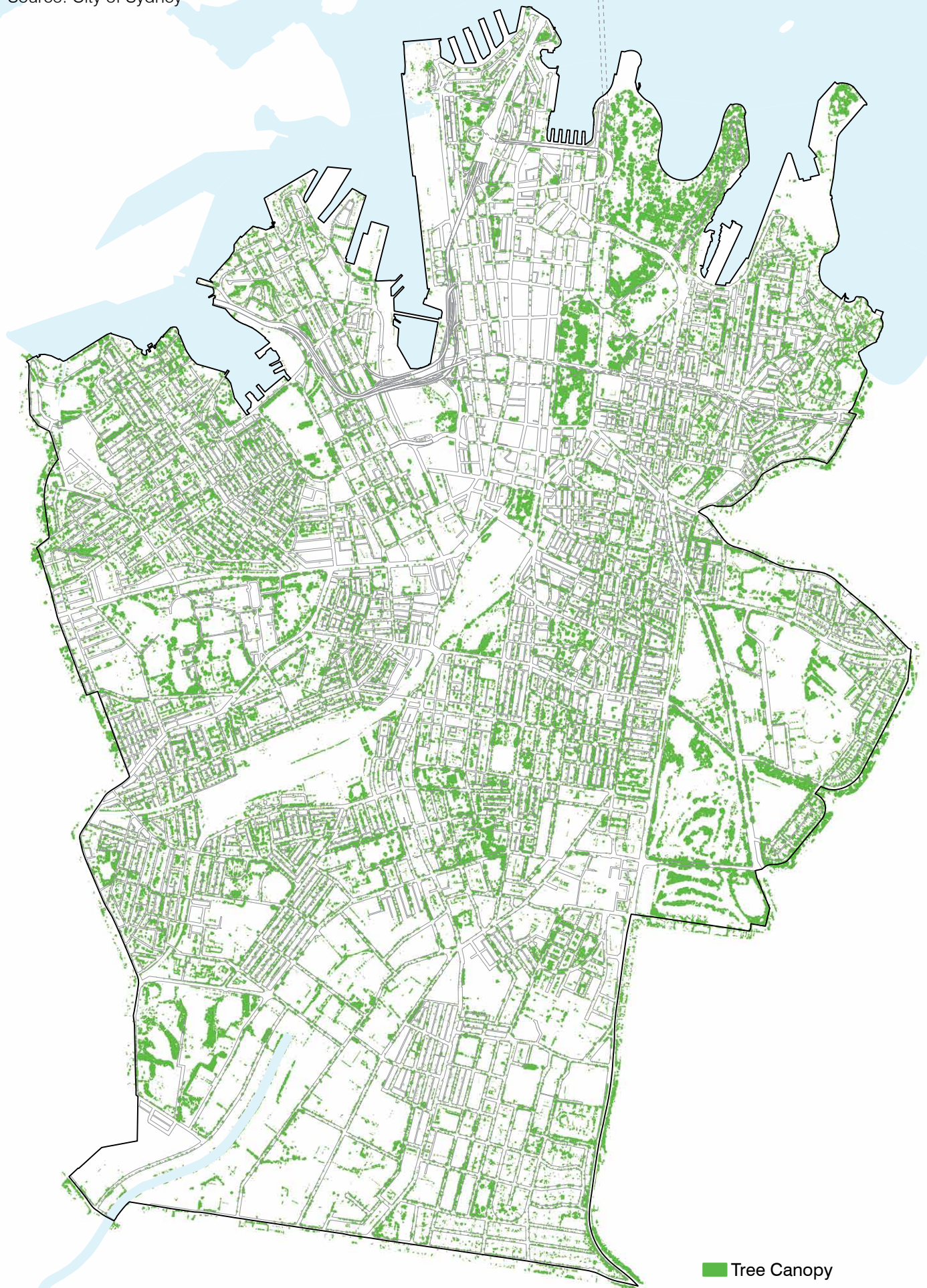
Review of the controls will also ensure they align with SEPP (Vegetation in Non-Rural Areas) 2017 and the City's Urban Ecology Strategic Action Plan, Urban Forest Strategy and Greening Sydney Plan.

Large precincts, urban renewal sites, State Significant Precincts and sites subject to a planning proposal offer opportunities to implement canopy cover and biodiversity. This is because there is the ability to reconfigure space to achieve both development and landscaping and canopy cover in deep soil areas.

Canopy cover and landscaping can also be realised through planting vegetation in the public realm. As the City works with others to reprioritise space for pedestrians, the City will identify opportunities to increase landscaping and canopy along streets, particularly on key pedestrian and cycling routes that require high amenity.

Given that space is limited, additional vegetation can be provided on the roofs and walls of buildings. Green roofs and walls are examples of biophilic design which seeks to increase people's connection with the natural environment by incorporating direct and indirect experiences of nature into buildings and spaces. Green roofs and walls can improve air quality, support biodiversity, better insulate buildings, reduce the heat island effect and improve stormwater management. They also create additional recreation space for people, beautify the city and promote physical and mental wellbeing. The City has almost 200 green roofs and walls with an estimated aggregate area of about 150,000 square metres. This has increased by about 50,000 square metres since 2014^{xl}. The City will continue to encourage green roofs and walls through its Green Roofs and Walls Policy, action plan, guidance documents and planning controls.

Figure 70: Urban tree canopy cover as of 2018
Source: City of Sydney



Waterways and foreshores

The City contains multiple waterways and foreshores, including Sydney Harbour, which provide significant cultural and recreational opportunities. The health of and access to waterways and foreshores is to be protected and enhanced.

The local area is bound to the north by the Sydney Harbour foreshore, which defines the character of this harbour city. While the harbour foreshore is iconic, its ecological function has been reduced, as the majority of the foreshore environment has been highly modified and replaced with sea walls.

Much of the harbour foreshore is managed by the NSW Government through a range of plans, State Environmental Planning Policies (SEPP) and Sydney Regional Environmental Plans (SREP). Additionally, some parts of the foreshore are managed by different authorities including the Royal Botanic Gardens & Domain Trust, Property NSW and the Barangaroo Delivery Authority.

There are a number of waterways which contribute to the city's ecosystems. The main waterways are Alexandria and Johnsons Creek Canals. Smaller waterways include Rushcutters Canal (formerly Rushcutters Creek), Munni Channel (formerly Sheas Creek), and the Tank Stream. There are also remnants of creeks throughout the city such as Lake Northam, a remnant of Blackwattle Creek, and Yurong Creek in Woolloomooloo which is now a stormwater pipe entering Garden Island Cove.

Most of the waterways have been substantially altered from their natural state, either being fully channelised or hard edged with concrete, to manage stormwater run-off from increased urbanisation. Stormwater run-off collects litter and sediments from private and public land and carries it to the waterways. This impacts waterway health as the infrastructure and surrounding land uses that treat land and water pollution don't adequately treat the stormwater before it enters the waterway. Retrofitting stormwater infrastructure is challenging and costly.

The City, in conjunction with Sydney Water, has initiated the Johnsons Creek naturalisation project, including the construction of a new freshwater wetland. This project will improve water quality, enhance biodiversity with increased habitat, reduce urban heat by removing concrete; and improve recreation and amenity.

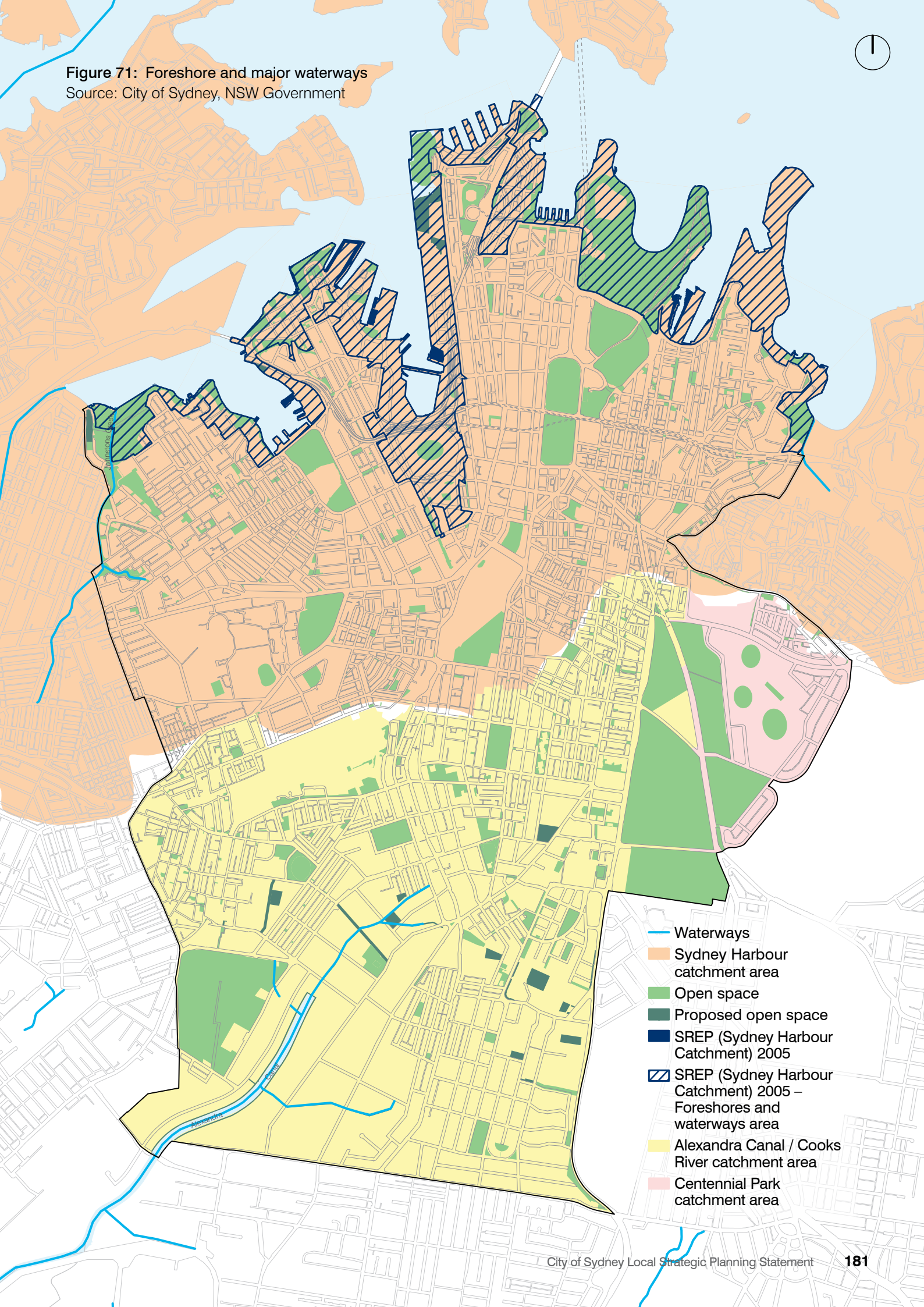
The City is planning for improved access and connectivity to Alexandra Canal with a walking and cycling connection to be delivered through the DCP. However, the canal's naturalisation is constrained by existing development, land ownership and state heritage status.

The City is helping to prepare two Coastal Management Plans, one for Sydney Harbour and the other for the Cooks River Catchment, which includes Alexandra Canal. They set the long-term strategy for the coordinated management of the waterway, with a focus on achieving the requirements of the Coastal Management Act 2016. These plans will include management actions for the current use of the waterway and catchment as well as identify sustainable development opportunities for the catchment area. The Sydney Harbour Coastal Management Plan may help to resolve fragmented land management and legislative constraints that impact the City's ability to integrate the foreshore into the city and manage it consistently. Additionally, the Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions could be used to manage land use impacts on waterway health from adjoining land.

New development provides opportunities to implement Water Sensitive Urban Design (WSUD) infrastructure. WSUD helps to reduce the impact of urban development and improve the health of waterways by reducing stormwater runoff and removing sediment and pollutants before they reach the city's waterways and foreshore. Systems such as raingardens, swales and wetlands have multiple benefits in addition to reducing land and water pollution, including passively irrigating green spaces, improving amenity and reducing the urban heat island effect. This will help achieve the City's targets of a 50 per cent reduction in the annual solid pollution load and a 15 per cent reduction in annual nutrient load discharged to waterways by stormwater by 2030 as identified in Environmental Action 2016–2021: Strategy and Action Plan^{xli}. The DCP also contains requirements relating to flooding and water management, including controls relating to stormwater pollution reduction. A consistent catchment approach delivered through WSUD requirements would further improve the health of waterways and ensure consistent approaches by councils.

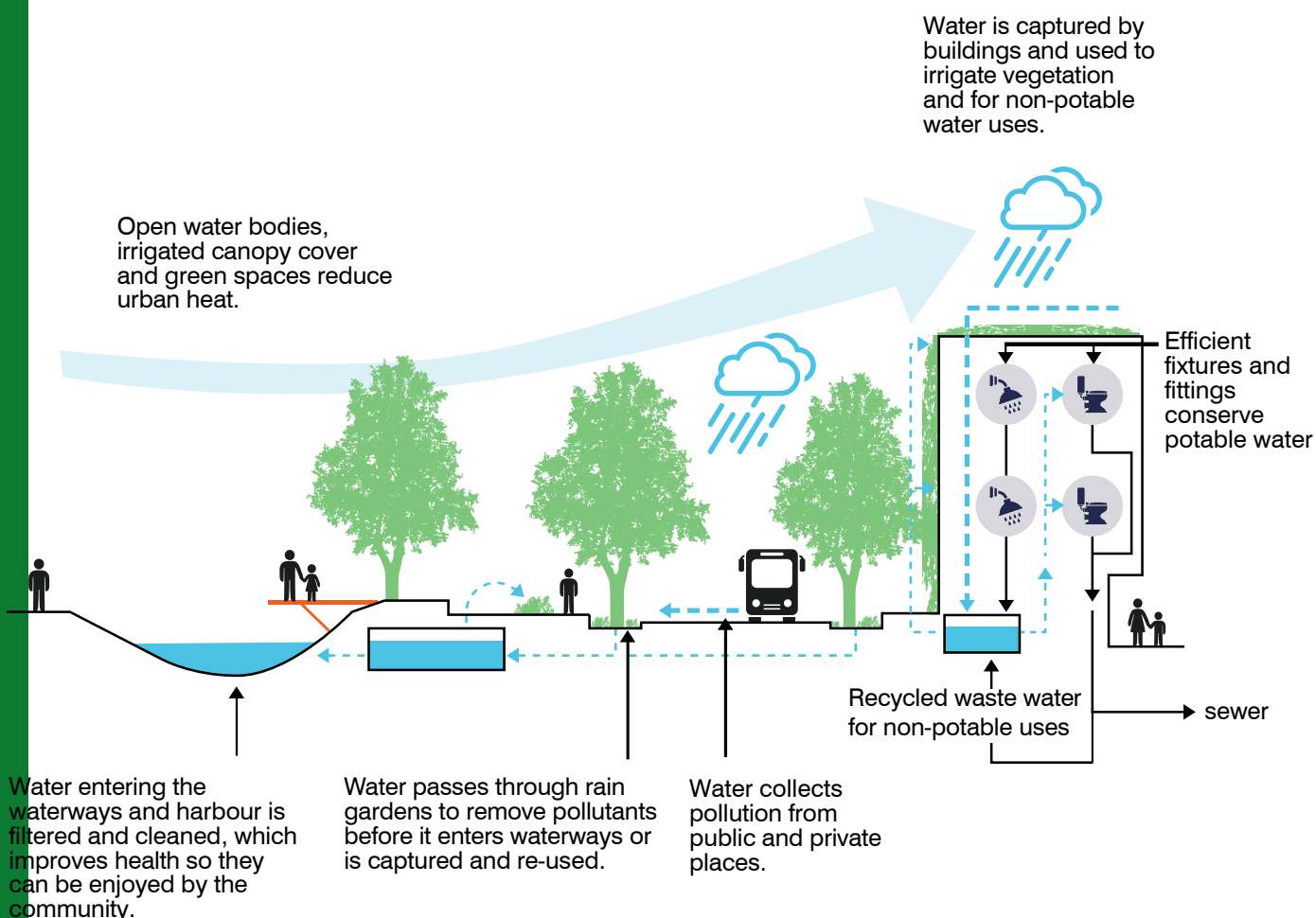
Naturalisation projects and the implementation of landscaping and canopy cover around waterways and foreshores, provides opportunities to reinstate riparian corridors, vegetated foreshores and habitat linkages. This will enhance flora and fauna, while reducing erosion and sediments entering the waterways and help reduce urban heat.

Figure 71: Foreshore and major waterways
Source: City of Sydney, NSW Government



- Waterways
- Sydney Harbour catchment area
- Open space
- Proposed open space
- SREP (Sydney Harbour Catchment) 2005
- SREP (Sydney Harbour Catchment) 2005 – Foreshores and waterways area
- Alexandra Canal / Cooks River catchment area
- Centennial Park catchment area

Figure 72: Water Sensitive Urban Design



Source: Adapted from *Opportunities for a Water Sensitive Greater Sydney* (2016), CRC for Water Sensitive Cities

Blue and green grid

The mapping of the blue and green grid identifies the blue grid, which are the waterways, creeks and streams and the green grid, which are the areas of bushland, biodiversity, canopy cover, as well as open space. These grids are connected and work together to increase biodiversity, lower temperatures, improve water retention and water quality, as well as provide

recreation and relaxation spaces for people. These grids are also connected by the City's active travel network, the Liveable Green Network. The City's blue and green grid also includes the NSW Government Architect's Sydney Green Grid, which links open space.

Figure 73: Blue and green grid



Actions

When will
it happen?

S1.1

Improve the health of waterways by:

- a) managing stormwater runoff from new developments to reduce land and water pollution
- b) implementing the Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions in collaboration with local and state government
- c) collaborating with Sydney Water to naturalise canals across the city
- d) reviewing and implementing water sensitive urban design controls and planning practices.

Ongoing

S1.2

Protect and enhance urban bushland and biodiversity, in particular locally indigenous vegetation, by:

- a) maintaining existing biodiversity and increasing vegetation and habitat opportunities in new development
- b) defining biodiversity corridors and reviewing controls to improve habitat protection and connectivity within and beyond the city
- c) advocating for the protection of and enhancement of bushland and biodiversity in NSW Government projects.

Ongoing

S1.3

Protect and increase canopy cover and vegetation across public and private land by:

- a) maintaining existing and implementing additional canopy cover and vegetation through the development process
- b) reviewing, implementing and monitoring targets and controls for tree canopy cover on private land with the aim to increase tree canopy
- c) identifying opportunities for vegetation, including canopy cover, in road reserves
- d) advocating for the protection of and increased canopy cover and vegetation in NSW Government projects
- e) collaborating with Government, utility providers and others, to minimise the impacts of infrastructure on canopy cover and vegetation and exploring opportunities to increase canopy cover by consolidating or undergrounding existing and new infrastructure.

Ongoing



Priority **(S2)**

Creating better buildings and places to reduce emissions and waste and use water efficiently

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priority:

- ▶ **E19 – Reducing carbon emissions and managing energy, water and waste efficiently**

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ **2 – A leading environmental performer**
- ▶ **9 – Sustainable development, renewal and design**

Objectives

- ▶ Greenhouse gas emissions in the built environment are reduced to mitigate climate change
- ▶ Potable water use is reduced with recycled water systems and rainwater harvesting opportunities maximised to increase resilience in the natural and built environment
- ▶ Waste is re-used as a resource, reducing landfill and greenhouse gas emissions
- ▶ Precincts maximise their positive impact on the environment and increase resilience through precinct-wide sustainable energy, water and waste management systems

Energy

Energy use in buildings makes the largest contribution to the city's greenhouse gas emissions. Offices, hotels and apartments contribute to 68 per cent of emissions that result from energy used in buildings^{xiii}.

The City has a target of net zero emissions from the local government area by 2050. Achieving net zero emissions in the built environment means reducing greenhouse gas emissions by using less energy and increasing the use of renewable energy. This can be achieved through environmentally sustainable design, onsite and off-site renewable energy generation, waste reduction through recycling and re-use, efficient and sustainable transport, and offsetting any remaining emissions. To achieve this target and support the NSW Government's net zero emissions target, the City has a number of building-specific actions to reduce greenhouse gas emissions in *Environmental Action 2016–2021: Strategy and Action Plan* and the *Waste Strategy and Action Plan 2017–2030*.

Transitioning to high-performing net zero energy buildings will play a key role in reducing greenhouse gas emissions and mitigating climate change. Increasing the energy efficiency of buildings will also reduce running costs and increase the resilience of buildings.

The City uses its planning framework to reduce greenhouse emissions from buildings. The energy requirements for residential and commercial buildings under BASIX legislation and the National Construction Code are low and a missed opportunity. The City has set higher BASIX Energy scores and NABERS Energy ratings for specific sites in the Local Environmental Plan 2012. In addition, the City has NABERS Energy requirements for new office developments and major refurbishments in the Development Control Plan 2012.

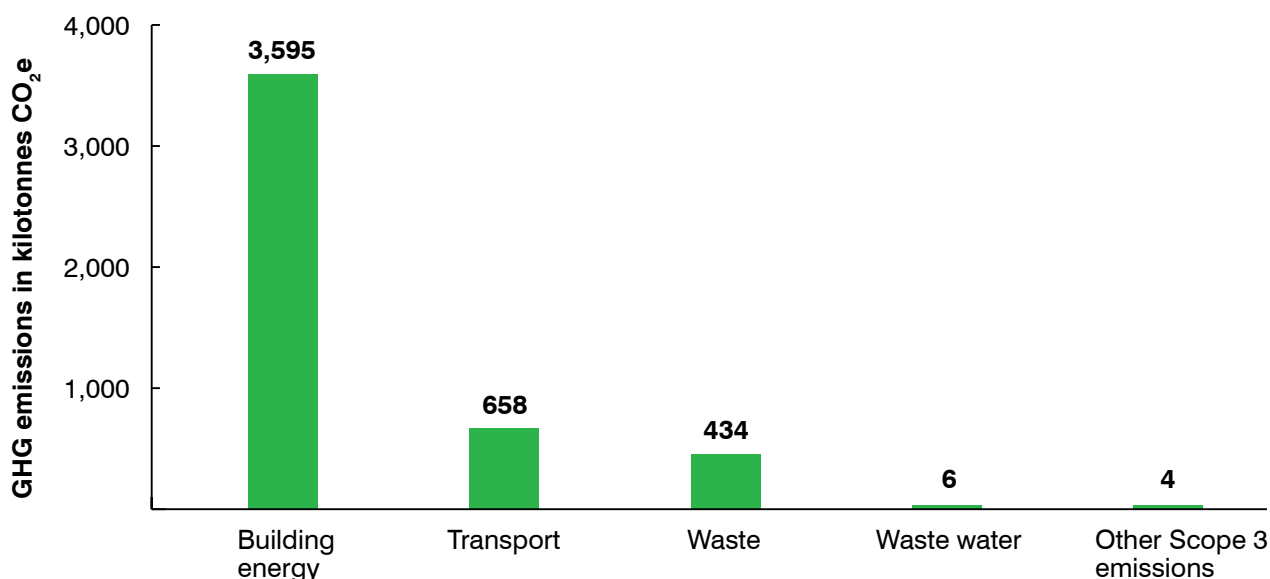
The draft Central Sydney Planning Strategy also identifies higher BASIX Energy scores and NABERS Energy requirements. However, for residential development, the City cannot impose higher BASIX targets without providing an incentive, such as additional height or floor space.

While the NSW Government has a net zero emissions target by 2050, it has not developed a pathway to achieve it. Based on the Exploring Net Zero Emissions for Greater Sydney report, the NSW Government's target for net zero emissions by 2050 is unlikely to be realised under current regulations. The report also identifies that improving building efficiency, such as through higher BASIX Energy scores and increasing local renewable energy generation will contribute to the NSW Government's net zero emissions target.

Climate Emergency Declaration

In June 2019 the City of Sydney Council declared a climate emergency in response to the serious risk climate change poses to the community. The climate emergency message has been echoed by 22 other Australian councils and over 700 jurisdictions worldwide. The City has called on the Australian Government to respond to this emergency through a range of measures, including reintroducing a price on carbon. Action from all levels of government is essential to reduce climate change risk. Although the City has actively been reducing greenhouse gas emissions and increasing its resilience to the impacts of climate change, there are opportunities to accelerate our action through the energy, canopy cover, biodiversity, waste and resilience actions in this planning statement. As the climate emergency continues, related shocks and stresses will impact the city. By anticipating and planning for changes we can create more resilient buildings and places that continue to maintain the city's high liveability into the future.

Figure 74: Greenhouse gas (GHG) emissions by source 2016–17



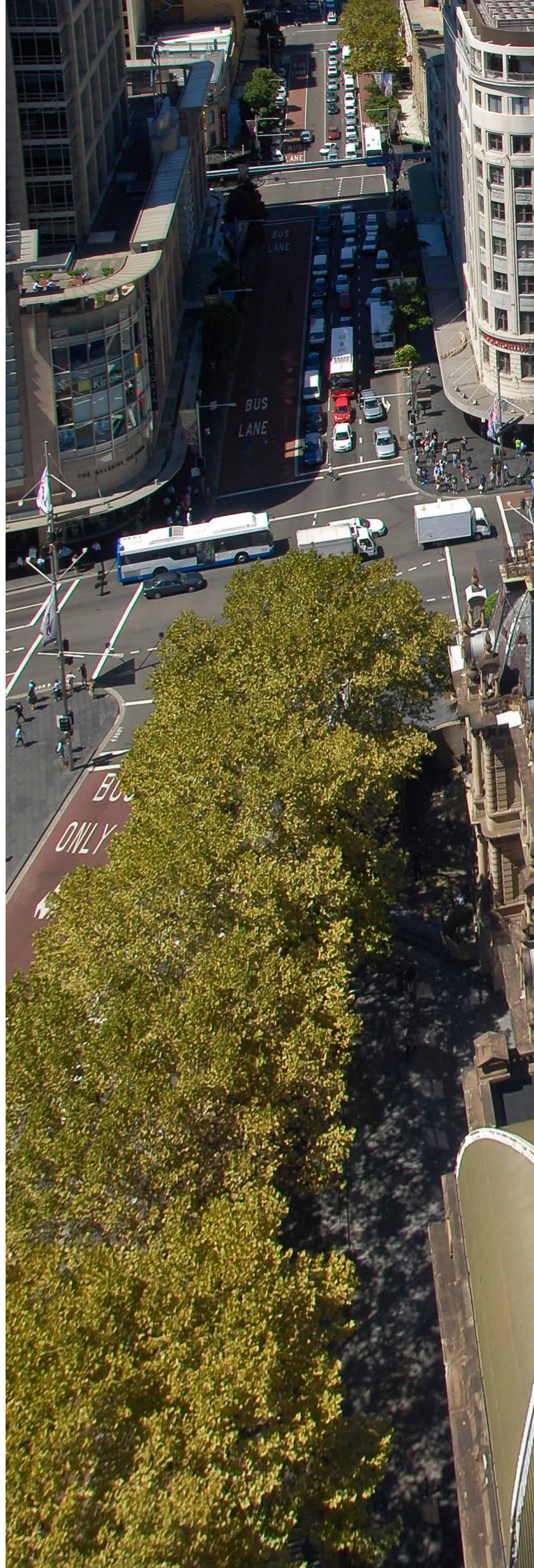
Source: City of Sydney, data from CCAP 2.0 reported through the City of Sydney's Environmental Sustainability Platform, Total greenhouse gas emissions analysis for 2016-17

Developing performance standard pathways to net zero energy buildings

The community told us they want a carbon positive city.

Reducing greenhouse gas emissions in new buildings will help the city to achieve net zero emissions by 2050. The Environmental Action 2016–2021: Strategy and Action Plan includes an action to develop a pathway for strengthening the City's planning controls over time to deliver net zero building standards. The City is developing performance standard pathways to achieve net zero energy buildings in Greater Sydney planning controls. The performance standard pathways will identify step changes in targets and timeframes to transition to net zero energy office, hotel, multi-unit residential, shopping centre and mixed-use new developments, as well as major refurbishments. The framework will be supported by an evidence base that includes a cost-benefit analysis, the findings from stakeholder forums held in 2018 and feedback from stakeholders. The City wants to ensure that Sydney's developers have a clear pathway to net zero energy with the required actions known up-front. Identifying step changes with advanced notice of their implementation will encourage innovation from the development industry.

The project will also investigate how offsite renewable energy generation or renewable energy offsets can be factored into the NSW planning system. It will also take into account the National Construction Code updates and COAG Energy Council's trajectory towards increasing energy efficiency in buildings. To implement the performance standard pathways framework, changes required in the NSW planning system will also be identified.





Water

The community told us that they want water efficiency improved in non-residential buildings.

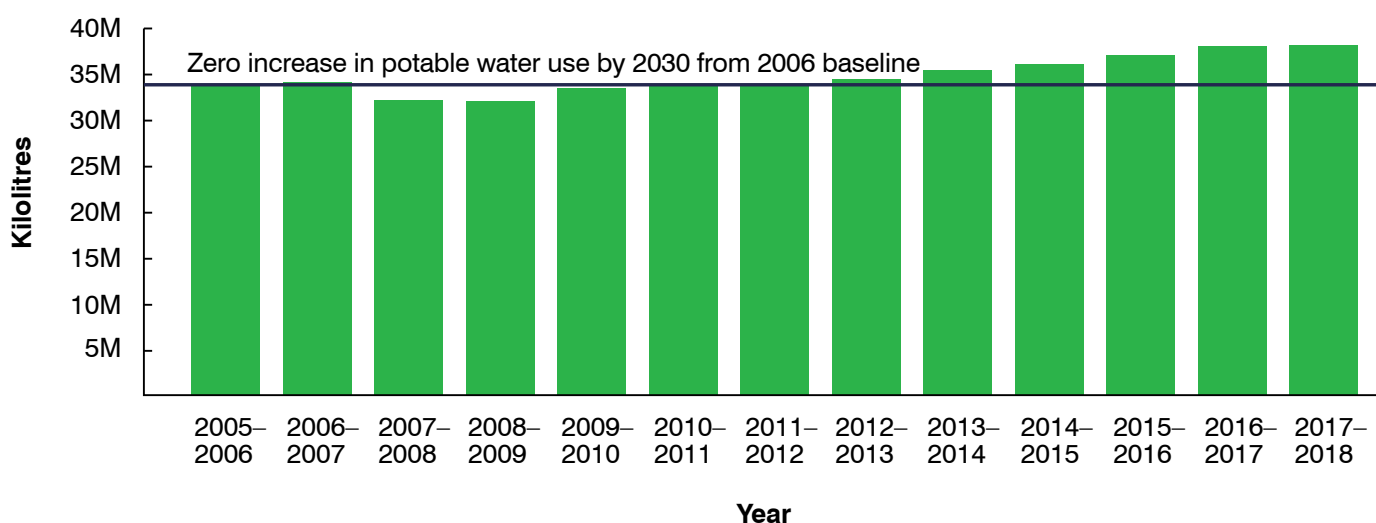
The City has a target of zero increase in potable water use by 2030 from a 2006 baseline across the local area. However, it is projected in Environmental Action 2016–2021: Strategy and Action Plan that water demand will rise by 30 per cent to 2030 from the 2006 baseline^{xliii}. Achieving a zero increase in potable water use in the built environment, while keeping the city green and cool, requires better efficiency and capturing and recycling alternative water sources, such as stormwater and wastewater. To achieve this target, the city has a number of actions to reduce potable water consumption in the Environmental Action 2016–2021: Strategy and Action Plan.

Without available and abundant alternative water supplies, it is challenging to maintain potable water consumption with a growing population and changing climate. We will need more water to green our city and improve resilience to increased heat and drought from climate change. Currently, flushing toilets, large-scale air conditioning plants and irrigation of parks represent about half the potable water consumed in the city^{xliv}.

A place-based approach, such as a recycled wastewater system, will reduce the consumption of potable water and diversify the city's water supply with a climate-resilient water source. In addition to implementing improved efficiency through the planning system, there are regulatory challenges outside the planning system including water pricing and regulation which affect the uptake of recycled water schemes.

Transitioning to a water-sensitive city will increase the city's resilience and future proof the city's water supply from Sydney's variable and changing climate and drought impacts. The City has introduced measures to reduce water consumption in new developments through the use of NABERS Water, higher BASIX Water scores and the provision of recycled water schemes. However, setting higher BASIX Water scores in residential development is limited to where incentives, such as height or floor space increases, are provided. Similarly, the use of recycled water in new developments, such as at Green Square Town Centre is currently dependent on voluntary planning agreements. The *Draft Central Sydney Planning Strategy* also identifies higher BASIX Water scores as a measure to reduce consumption.

Figure 75: Potable water consumption



Source: City of Sydney, 2016, Environmental Action 2016–2021: Strategy and Action Plan

Waste

The City has a long-term goal of zero waste, which is defined as greater than 90 per cent of waste diverted from landfill. Achieving this target will involve increasing recycling and re-use and encouraging innovation in the way waste and materials are managed. In the city, waste is generated at home, work, at the city's venues and events, and during construction of new buildings and infrastructure. This creates more than 5,500 tonnes of waste every day^{xiv} and contributes approximately 9 per cent to the city's total greenhouse gas emissions^{xvi}. The Leave Nothing to Waste Strategy and Action Plan 2017–2030 outlines various actions for waste management to help achieve the zero waste target.

Planning can support the target by influencing the design and construction of buildings and requiring that space is allocated for storage and separation of waste and recycling to maximise resource recovery. We also zone industrial areas with a buffer of business-only zones to allow for waste management and recycling facilities and help manage land use conflicts.

The City updated the Guidelines for Waste Management in New Developments in 2018 by including new requirements for allocating space for food waste storage and recycling in all new non-residential developments and single dwellings. The Guidelines also allocated more space for bulky goods and problem waste to reduce illegal dumping and increase recycling. The City is piloting a food waste collection program for residential developments including multi-unit residential housing and high-rise developments.

There are a number of challenges for waste and recycling management in the local area. There are no landfills or resource recovery facilities in the council area to manage waste and recycling locally. The City relies on a few depot stations, as well as commercially operated transfer stations to consolidate recyclables and waste before they are transferred by larger vehicles to resource recovery facilities outside the local area for processing. The ability for the City to meet its waste target cost effectively relies on commercial operators continuing to manage waste transfer and resource recovery facilities close to the local area.

To achieve its zero waste target, the City needs to collaborate with councils and the NSW Government to protect existing waste transfer stations and resource recovery facilities to ensure the continuity of recycling and support the development of a circular economy. The City also needs to continue to protect industrial land which allows for waste recycling and management opportunities for commercial operators.

Precincts

Precincts of a certain scale and mix of uses provide opportunities for sustainability innovation by pooling resources and sharing infrastructure. This can lead to greater sustainability, innovation, economic and social outcomes. They can also overcome issues relating to the cost and difficulty of implementation that may prevent an individual site from pursuing sustainability innovation. At a precinct level, sustainability initiatives can include distributed renewable energy generation, district heating and cooling (more sustainable and effective systems than heating and cooling individual buildings), recycled water schemes, organic waste to energy systems and electric vehicle charging stations.

The Central Park urban development project uses district heating, cooling and electricity for the commercial buildings on site, as well as hot water for the residential apartments. An onsite water recycling system minimises mains water demand by providing recycled water for non-potable uses. Recycled water from Central Park is also supplied to a nearby building being constructed at the University of Technology, Sydney.

Barangaroo uses district cooling, an onsite water recycling system and onsite renewable energy. The water recycling system supplies recycled water for toilet flushing and irrigation, while the onsite renewable energy generation is used to offset the energy consumed by the public spaces and the recycled water treatment plant.

The City introduced precinct-scale sustainable water infrastructure at Green Square Town Centre. Households, community facilities, open spaces and businesses in the Town Centre have the capability to use treated stormwater for suitable non-potable end uses, including toilet flushing, clothes washing, car wash facilities, irrigation and cooling tower make-up water. Planning agreements and coordinated development at the Town Centre supported the roll-out of the infrastructure. A second water recycling scheme covering the greater Green Square area beyond the town centre is being investigated, although there are challenges with regulatory water pricing.

The Eastern City District Plan identifies an action to prepare low-carbon, high-efficiency strategies for any development which increases the total floor space by more than 100,000 square metres in any contiguous area of 10 or more hectares^{xlvii}. Any development of that size in the city will most likely be a State Significant Precinct led by the NSW Government. The City will collaborate with the NSW Government to assist the development of low-carbon and high environmental performance precincts in response to the Eastern City District Plan action. The City strongly advocates for sustainability outcomes to be implemented in State Significant Precinct projects such as the Bays Precinct and Waterloo Estate.

The lack of legislation, regulation and policy, as well as the pricing of energy, water and waste, limit the ability of all parties to implement shared sustainable infrastructure in the city. For example, there is no national energy policy and legislation does not allow the recovery of the upfront costs of sustainability infrastructure from owner corporations, even if the investment is beneficial. Additionally, pricing arrangements for recycled water systems often don't support the financial viability of this infrastructure. The City will continue to advocate for water pricing to support greater take-up of recycled water systems.

Another challenge to the implementation of precinct-scale sustainable infrastructure is the coordination of multiple developers and landowners to provide the economies of scale needed to support the infrastructure and make it feasible. Precinct-wide governance arrangements are needed to support precinct-scale infrastructure where multiple parties are involved.

The diagram illustrates a circular economy for buildings, showing the flow from input to use and then to various recovery paths.

Input: Electricity, gas and water (represented by a lightning bolt and water drop icon).

Efficient new and refurbished buildings (represented by a building icon) and **Local renewable generation with storage** (represented by a battery icon) feed into the building.

Use energy and water (represented by a lightbulb and faucet icon) is the central activity.

Recovery paths:

- Recycled water** (represented by a water drop icon): Recover water from wastewater and stormwater for non-potable uses, e.g. flushing toilets and landscaping.
- Food waste** (represented by a trash can icon): Recover energy and fertiliser from food waste.
- On-site systems** (represented by a building icon): Recover energy from on-site systems/processes to power buildings and systems.
- Residual waste unable to be re-used** (represented by a trash can icon): Waste that cannot be recycled.
- Excess energy, waste and water used outside precinct** (represented by a trash can icon): Waste that is sent out of the precinct.

Actions

When will
it happen?

S2.1

Reduce greenhouse gas emissions by:

2021

- a) improving the energy efficiency and increasing the use of renewables in buildings and transport
- b) implementing the performance standard pathways framework to achieve net zero energy buildings
- c) advocating for increasing the minimum BASIX energy requirements
- d) Investigating passive design controls for all types of development, including measures such as shallow floor plates, external shading and natural light and ventilation.

S2.2

Onsite renewable energy generation is maximised by:

2021

- a) implementing renewable energy and battery storage systems in new and existing developments
- b) reviewing solar panel and battery storage controls, to increase implementation opportunities.

S2.3

Reduce the consumption of potable water by:

2021

- a) increasing water efficiency, rainwater harvesting and the use of recycled water in new developments
- b) reviewing existing controls, including investigating opportunities to implement NABERS Water requirements for non-residential buildings
- c) investigating the inclusion of controls for dual plumbing in areas with a recycled water supply.
- d) advocating for increasing the minimum BASIX water requirements.

S2.4

Continue to protect industrial land for waste recycling and management facilities, with buffers to manage land use conflicts, and collaborate with others to protect existing facilities and plan for future facilities.

2021

S2.5

Reduce the amount of waste going to landfill by:

Post 2021

- a) designing and constructing buildings to facilitate and maximise the re-use and recycling of resources
- b) considering the implementation of appropriate planning controls arising from sustainability pilot and education programs including reviewing waste management controls for multi-unit residential buildings after the completion of the organic food waste collection pilot.

Actions

When will
it happen?

S2.6

Design and construct buildings so the health and amenity impacts of waste are managed.

Post 2021

S2.7

Sustainable energy, water and waste infrastructure is increased by:

Post 2021

- a) encouraging the implementation of shared sustainable infrastructure in new precinct developments, including NSW Government projects
- b) investigating a suitable precinct size and density for the implementation of shared sustainable infrastructure
- c) investigating how the controls can support the transition to electric vehicles.

S2.8

Collaborate with the NSW Government and other stakeholders to deliver precinct scale energy, water and waste solutions and demonstration projects.

Ongoing

Priority **S3**

Increasing resilience of people and infrastructure against natural and urban hazards

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priority:

- ▶ E20 – Adapting to the impacts of urban and natural hazards and climate change

Objective

- ▶ The city has the capability to respond to and recover from natural and urban hazards, while ensuring communities continue to thrive

Heatwaves, storms, drought and flooding are natural hazards that can impact the wellbeing of the community, the natural environment and the operation of infrastructure. Climate change can exacerbate these natural hazards. For Sydney in 2070, the changing climate will likely mean an increase in average temperatures and number of extreme heat days, variability in annual rainfall with an increase in extreme rain events, an increase in drought conditions and an increase in sea levels. The wellbeing of people can also be affected by urban hazards including noise, air and water pollution and soil contamination. These natural and urban hazards need to be managed to improve the city's resilience and protect liveability and productivity.

Research was conducted to understand the impact of climate change on the City and its community by 2070. *Adapting for Climate Change: A long term strategy for the City of Sydney (2015)* identifies the risks, opportunities and actions that the City and its communities should take to address natural and urban hazards. Other actions to respond to natural and urban hazards are identified in the City's Environmental Action 2016–2021: Strategy and Plan.

In 2016, the City of Sydney became a member of Resilient Sydney, which is a collaboration between councils in Greater Sydney, the NSW Government, business and communities. The aim of Resilient Sydney is to better understand the resilience challenges facing Sydney and identify ways to address them. Resilient Sydney identified the most pressing risks facing metropolitan Sydney in terms of shocks and stresses, including natural hazards. *Resilient Sydney – A Strategy for City Resilience (2018)* includes 5 directions and 35 actions to respond to the risks identified in the assessment. The actions will strengthen the City's capacity to address and respond to the chronic stresses which weaken the fabric of a city over time, and the acute shocks or sudden, sharp events that threaten a city.

Natural hazards

The average temperature in Sydney is expected to rise by 3.1 degrees by 2070 and 4.5 degrees by 2100. With increased temperatures, the instances of heatwaves will increase, with the days becoming frequently hotter and for longer periods. It is projected that heatwaves will become a 1 in 2 year event in 2070 instead of the current 1 in 100 year event^{xlviii}. Impacts will be exacerbated in parts of the city that currently experience the urban heat island effect. This is an issue as increased heat creates health problems, affects productivity and strains energy and transport infrastructure.

Urban heat island effect

The urban heat island effect is “localised warming due to the increase in the large amounts of paved and dark coloured surfaces like roads, roofs and car parks as a result of urban development. The sun’s heat is absorbed, not reflected, and causes the surface and ambient temperatures to rise. Anthropogenic heat production, such as the heat produced through car engines and air conditioners, also contributes to the urban heat island effect.” (Greening Australia).

Strategies to reduce the urban heat island effect include:

- retaining water in the landscape by increasing pervious areas
- installing vegetated stormwater management systems such as raingardens, irrigated parks, open spaces and water features
- increasing landscaping and canopy cover
- reducing energy use
- using more active and public transport
- using light-coloured, reflective or ‘cool’ materials.

The change in climate will also result in increased rainfall intensity and storm events^{xlix}. This may increase instances of flash flooding during storm events and may result in property and infrastructure inundation. However, while the rainfall intensity will increase, annual rainfall will still be variable and drought conditions will increase, which makes it challenging to maintain healthy vegetation and attractive open spacesⁱ.

Due to high urbanisation across the city there are not many natural creeks or open surface water bodies to accommodate stormwater. Generally, stormwater from frequent minor storm events is managed by conventional pits and pipe systems. In less frequent, but major rainfall events, stormwater in excess of the conventional systems travels along lower-lying areas, ultimately draining into Sydney Harbour and Botany Bay. The combination of steep and flat terrain, high-density residential, commercial and industrial areas has made areas susceptible to flash flooding.

The City has floodplain risk management plans for its eight catchments with a range of risk management measures to be implemented over time and in collaboration with NSW Government agencies.

Designing to mitigate damage from flooding can result in poor urban environments. This is particularly the case where street activity and retailing is desired as the requirements of flood planning can push ground floors up from the street, disconnecting the activity from people on the footpaths. The City will be updating its flood controls and ensure that they manage risks and create good places.

There is also the risk of sea level rise, which may have a flooding impact on the city’s low-lying areas like Woolloomooloo, with potential property and infrastructure inundation. This is not an immediate risk as current analysis identifies it will occur gradually over several decades. Given the existing development of these low-lying areas, an approach on how to address this hazard will need to be formulated. The City will also advocate to the NSW Government to take a policy position around sea level rise and flooding so that a consistent approach can be developed in Greater Sydney.

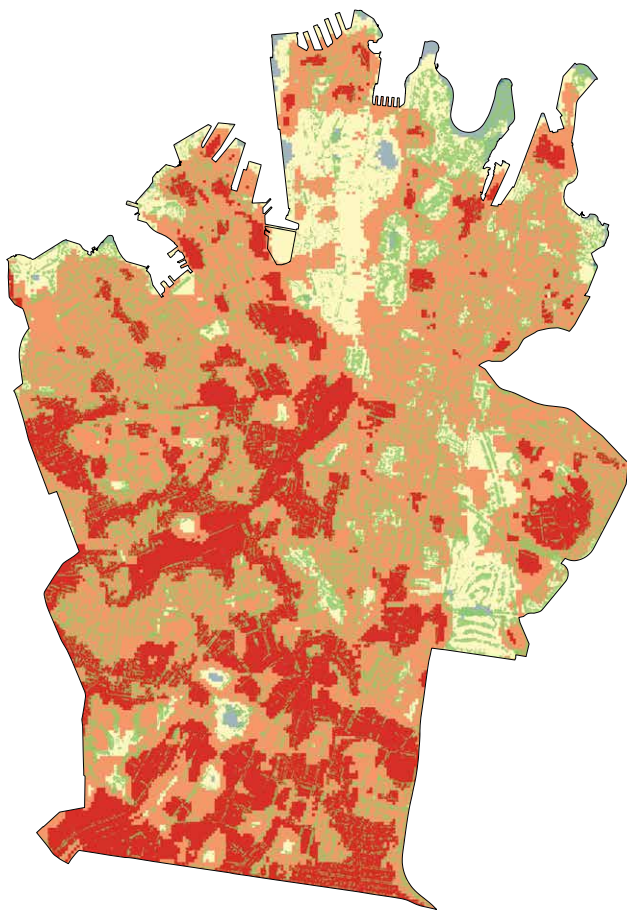


Figure 77: Urban heat at 10am during the summer of 2015–16

- Tree Canopy
- <0 degrees
- 0–3 degrees hotter than the surrounding non-urban vegetated area
- 3–6 degrees hotter than the surrounding non-urban vegetated area
- 6–9 degrees hotter than the surrounding non-urban vegetated area
- >9 degrees hotter than the surrounding non-urban vegetated area

Source: Commonwealth Scientific and Industrial Research Organisation (CSIRO)

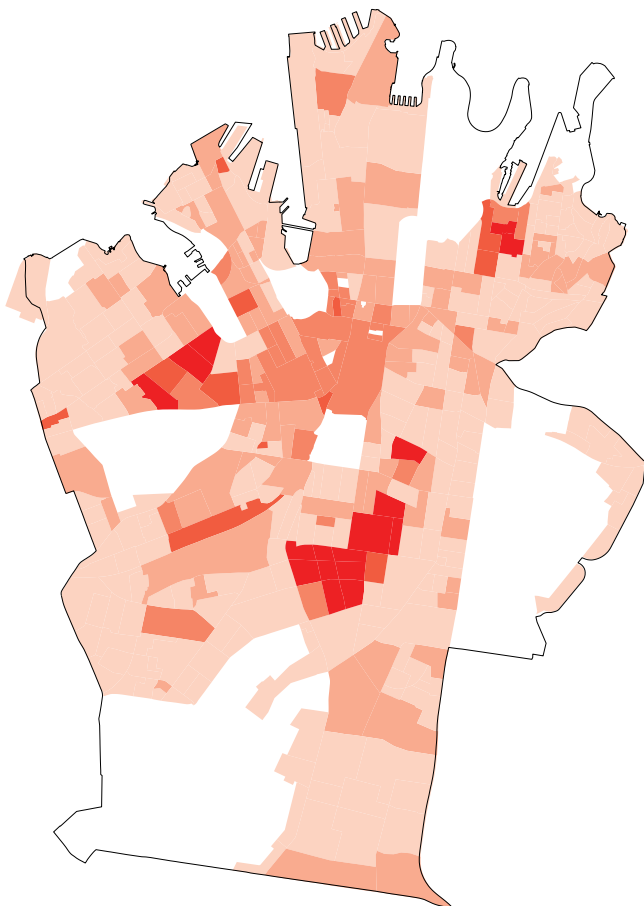
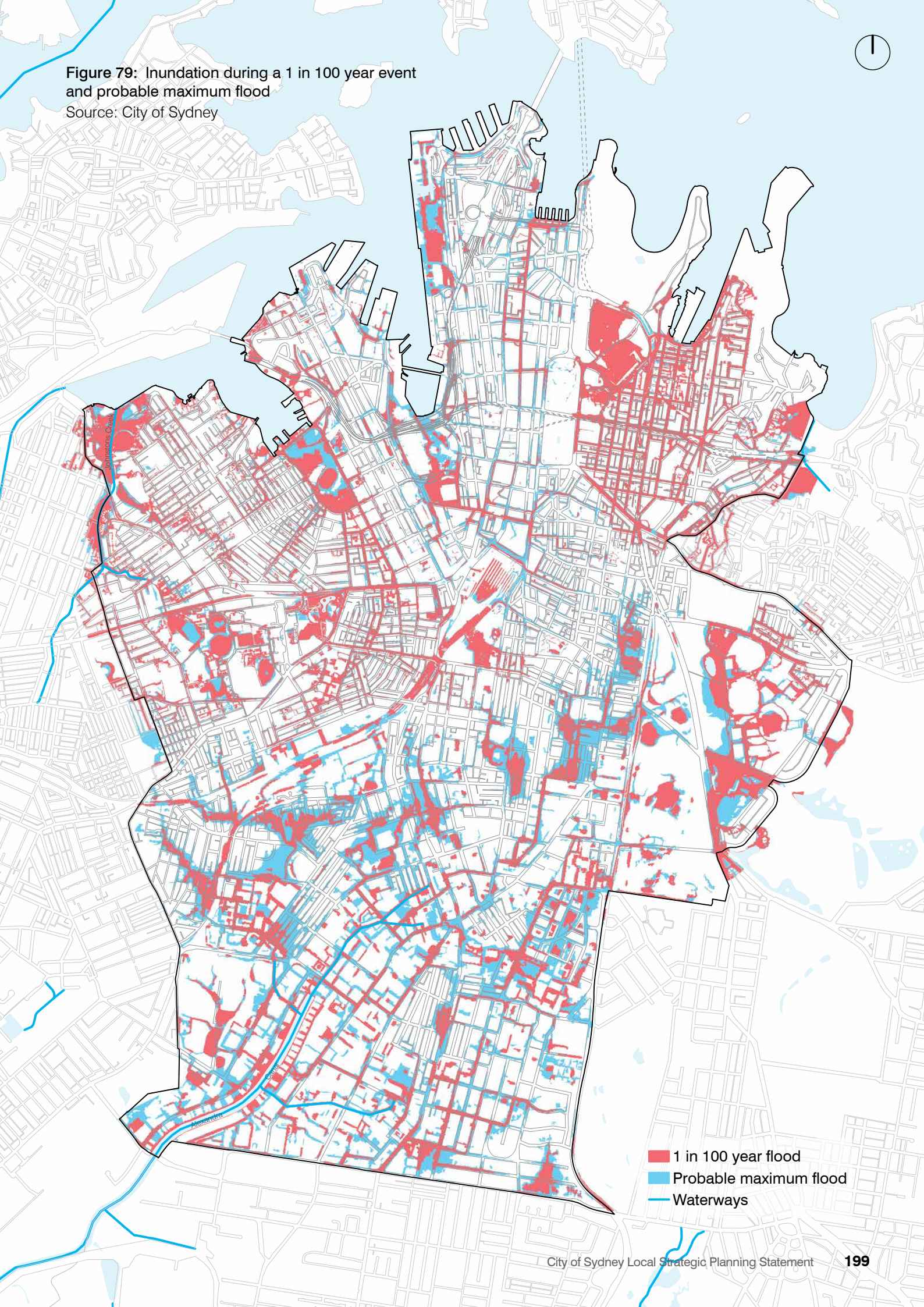


Figure 78: Vulnerability to heatwaves at 2016

- Least vulnerable
- Most vulnerable

Source: Australian Bureau of Statistics (ABS)

Figure 79: Inundation during a 1 in 100 year event and probable maximum flood
Source: City of Sydney



- 1 in 100 year flood
- Probable maximum flood
- Waterways

Changing climate could increase the strain on the city's infrastructure and services. Existing infrastructure, such as stormwater management systems, will need to respond to potential increases in natural hazards. Other infrastructure will be impacted by increased demand, such as energy infrastructure, which will be under pressure during heatwaves. The health system, will also see higher demand for services during heatwaves and from poor air quality, particularly from bushfires in the region.

Urban hazards

The health of the community is impacted by air pollution caused by vehicles, industrial uses and smoke from bushfires. Hospitalisations due to air pollution are expected to increase by at least 200 per cent by 2051, from a 1996–2005 baseline. To help reduce air pollution, the city is investigating opportunities for more efficient buildings, more sustainable transport and additional vegetation, which capture pollutants such as fine particles. Given air pollution is generated across and affects the wider Sydney area, a regional approach should be taken address the issue. This includes the NSW Government monitoring air pollution at street level. The City will investigate opportunities to reduce the impact of air pollution through planning controls.

Noise impacts occur in the city from traffic and conflicts between residential, night-time and productivity-related uses. The DCP contains controls for noise to ensure an appropriate level of amenity is maintained and to protect people from adverse health effects. The City is also planning to implement new noise planning controls to manage noise more fairly from performance venues by applying the agent of change principal. The City will also advocate to the NSW Government for the revision of the NSW Road Noise Policy, to ensure appropriate action is taken to maintain amenity when there is an increase in road noise.

The City continues to address water pollution by reducing litter, sediments, nutrients and heavy metals entering the waterways from stormwater run-off. This is through better waste management, street cleaning, stormwater treatment systems and through the separation and upgrade of combined sewerage and stormwater systems. Planning contributes to reducing water pollution through stormwater quality development controls.

Appropriate management of stormwater on development sites will reduce the volume of and pollution in stormwater run-off. This will improve the health of the waterways that receive stormwater and people's ability to safely use them for recreational activities such as swimming and fishing.

The city contains contaminated land due to historical land uses. For example, there are some soils in the inner city that may contain lead. There is some risk of contaminants being released through flooding and erosion, as well as through the vaporisation of volatile organic compounds during extreme heat events. The release of contaminants can impact the health of people and waterways. The risk is generally mitigated through the removal and/or capping of contaminated soil, as required by State Environmental Planning Policy (SEPP) 55 – Remediation of Land. The City is also exploring the development of a contamination policy to further manage risk associated with new development.

Figure 80: Natural and urban hazards



Actions

When will it happen?

S3.1

Resilience to natural and urban (including environmental) hazards is increased by:

- a) addressing climate change in planning through the assessment of risks and implementation of mitigation and adaptation measures
- b) managing risks and vulnerabilities associated with new developments, including impacted surrounding buildings, places and infrastructure
- c) investigating opportunities to reduce the impact of air pollution through controls
- d) advocating to the NSW Government to take a regional approach to address air pollution, including preparing a regional strategy and monitoring air pollution
- e) investigating controls to reduce the impact from heatwaves and the urban heat island effect
- f) updating floodplain management planning controls to manage risk and achieve good urban design outcomes
- g) developing an approach to address long-term sea level rise and flooding, including seeking NSW Government leadership to implement a consistent approach across affected areas
- h) improving noise controls to better manage noise, including from cumulative impact, to protect amenity and health while supporting activity
- i) advocating to the NSW Government for consistent local government approaches to natural and urban hazards.
- j) investigating the development of a contamination policy to manage risk associated with new development.

Ongoing

05

Governance and implementation

Collaborative and accountable planning is essential to achieving the vision of this planning statement.

The effectiveness of the planning system and the quality of our city depends on open, accountable and collaborative actions. This extends to how we consult on planning matters, work with others on projects, integrate places and plans and report on our planning activities.

The following local priority guides how the City will carry out its planning responsibilities:

Priorities



Open, accountable and collaborative planning

Priority **G1**

Open, accountable and collaborative planning

In giving effect to *A Metropolis of Three Cities* and the Eastern City District Plan, this Local Priority delivers on the following planning priorities:

- ▶ E2 – Working through collaboration
- ▶ E21 – Preparing LSPS informed by local strategic planning
- ▶ E22 – Monitoring and reporting on the delivery of the Plan

In giving effect to Sustainable Sydney 2030, this Local Priority delivers on the following directions:

- ▶ 10 – Implementation through effective governance and partnerships

Objectives

- ▶ The community is informed about and participates in planning, understands decisions and has confidence in planning processes
- ▶ The City of Sydney partners and collaborates with others to achieve the vision and planning priorities for the city
- ▶ Planning decisions are strategically aligned from the local to the state level
- ▶ Best-practice governance arrangements ensure open and transparent involvement of all stakeholders in the collaboration process.

An open, accountable and strategic planning system is essential to achieving the green, global and connected city envisaged by Sustainable Sydney 2030. Openness and accountability creates trust that enables effective planning while a long-term strategic approach will ensure good public interest outcomes.

Collaboration is essential to achieving the City's vision. The City values community participation in planning processes and decisions to help shape the growth and change in the area. The City works within a complex governance structure with local governments and the Greater Sydney Commission, as well as numerous NSW agencies and the federal government involved in planning and infrastructure. Greater collaboration between government agencies will improve planning outcomes to support the vision of the Region and District Plans and this Planning Statement.

The effectiveness of the planning system and the quality of our city depends on open, accountable and collaborative actions. This extends to how we consult on planning matters, work with others on projects, integrate places and plans, and report on our planning activities.

Community participation

The community expects to have the opportunity to be involved in planning the city. Community participation and engagement in the planning process through high-quality communication is important. It builds trust and a shared understanding. It helps build confidence, by improving knowledge and understanding about development, and increases transparency in planning decisions. It can also result in better planning outcomes and lead to quality partnerships between the community, the City and other stakeholders.

The City provides regular opportunities for the community to participate in the decisions and projects that shape the city's built environment, economy, culture and society. This includes development applications and strategic planning. The City understands the importance of early and ongoing community participation in the planning process. We are guided by the City's Community Engagement Strategy 2017 and will develop a Community Participation Plan to set out how and when we engage the community in planning processes.

Consultation for better planning outcomes

Within the city, NSW Government urban renewal sites represent scarce opportunities to deliver on the strategic objectives of the Eastern City District Plan and Sustainable Sydney 2030. When urban renewal is poorly conceived and implemented, it erodes community trust in the planning system and jeopardises the achievement of those strategic objectives.

Too often, NSW Government renewal projects are criticised because they are imposed on the community with little understanding of community aspirations or the local context. Early and ongoing community participation in renewal sites will allow the public to understand why major change is taking place and to shape outcomes to reflect broader community aspirations. Transparent governance which includes the City as a genuine partner in all stages of the projects will aid in building community trust.

Integrating places and plans

The City of Sydney has become a patchwork of planning governance with the NSW Government responsible for pieces of the city through State Significant Precincts, State Significant Development and planning controls which carve areas out of the City's planning. NSW planning controls apply to approximately 296 hectares of land, which is over 10 per cent of the city. The map (see Figure 81) shows NSW Government major urban renewal sites. For some development types, the City's planning controls and framework can be put aside, resulting in inconsistent approaches to planning and building the city.

The City continues to demonstrate its ability to deliver large-scale, high-value and complex urban renewal projects and development applications. In recent years, the City has, through the Central Sydney Planning Committee, approved office projects worth \$600 million and retail projects worth \$800 million. However, hotel, education and museum projects over a certain value are removed from the City's jurisdiction as are certain developments in The Rocks, Redfern-Waterloo, Darling Harbour, Barangaroo, Walsh Bay, Central Park and Moore Park, despite being carried forward by private sector proponents.

The City has requested the NSW Government enable projects to be determined by the Central Sydney Planning Committee and reintegrate the precincts into the City's planning framework to ensure consistent place-based planning outcomes. Future projects, particularly those within the City's planning controls, should remain with the City for planning and determination.

Declared NSW Government projects such as Central Station, North Eveleigh and The Bays should be transferred into the City's planning framework following their completion.

Collaboration for shared planning outcomes

A collaborative approach to strategic planning is particularly important for precincts and corridors where 'place-based' strategies require a coordinated approach to ensure their delivery will align with the growth strategies for these areas.

Effective collaboration must be underpinned by governance arrangements established in the early phases of planning to identify roles and responsibilities, resourcing, and accountability. Review processes to monitor and measure infrastructure delivery should also be put in place to ensure the collaboration process is transparent and effective. Such governance arrangements can provide greater certainty to the community that strategies and plans can be delivered within timeframes and budgets, be optimally managed into the long term, and achieve desired outcomes for industry and the community.

The City is pursuing collaboration for specific sites, precincts within and across local area boundaries, and more broadly, the infrastructure, liveability, productivity and sustainability themes in this Planning Statement.

State Significant Precincts and State Significant Development

A large part of the City's expected growth will be delivered on large urban renewal sites, many of which are owned, under the planning authority of the NSW Government, or owned by NSW Government and the City will lead the rezoning process. The outcomes of these NSW Government urban renewal sites will play a significant role in determining if the NSW Government's District Plan can be achieved. The creation of great places on these major urban renewal sites will be largely dependent on successful collaboration between the City and the NSW Government. A strong collaborative approach with transparent processes will help achieve the shared objectives of the City and the NSW Government for housing diversity, sustainability and great places.

Camperdown-Ultimo and King Street

The Camperdown-Ultimo Health and Education Precinct has been identified as a Collaboration Area by the Greater Sydney Commission. The City supports ongoing collaboration for the planning of this precinct, which to date has included sharing data, working closely with other government agencies and implementing the Camperdown-Ultimo Collaboration Area Place Strategy (2018). The City is committed to continuing its active participation in collaboration teams for this precinct.

The City will work closely with Inner West Council on the precinct's Camperdown node. The City will also continue its collaboration with Inner West Council to manage the local centre, entertainment and night-time role of King Street, Newtown.

Pymont

The City will work with the NSW Government to ensure future planning controls in the Harris Street village area, including Pymont can facilitate appropriate economic and jobs growth, while remaining sensitive to the area's unique built form and heritage qualities. This is following the NSW Government's announcement of its investigation of new planning controls to realise the vision for Pymont and the precinct west of Sydney Harbour to be a "gateway to the CBD" and Sydney's next "economic and jobs hub".

The Bays Precinct

The City will coordinate with Inner West Council to advocate for appropriate and well-designed non-residential floor space in the Bays Precinct as part of the Innovation Corridor.

The Central Station Precinct

The City will coordinate with Transport for NSW to realise the third square in the Western Forecourt Sub-Precinct. The long held vision for the third square is a vital component of the Central Sydney Planning Strategy and will be a key public place that provides a new western entrance to Central Station, with a focus on connecting people to the city.

Harbour CBD

In recognition that Harbour CBD includes North Sydney CBD, the City will prioritise information-sharing and dialogue with North Sydney Council to support and understand cluster and commercial market interdependencies between Central Sydney and the North Sydney CBD.

Green Square-Mascot

The Green Square-Mascot Strategic Centre contains urban services and industrial land which extend into Bayside Council. Port Botany and Sydney Airport are also located within the Bayside Council area. The City will continue its collaboration with Bayside Council to ensure that the ongoing coordination of planning and development within this strategic centre is maintained to protect its capacity for employment and productivity while, at the same time, addressing the demands of housing from a growing population in the wider area.

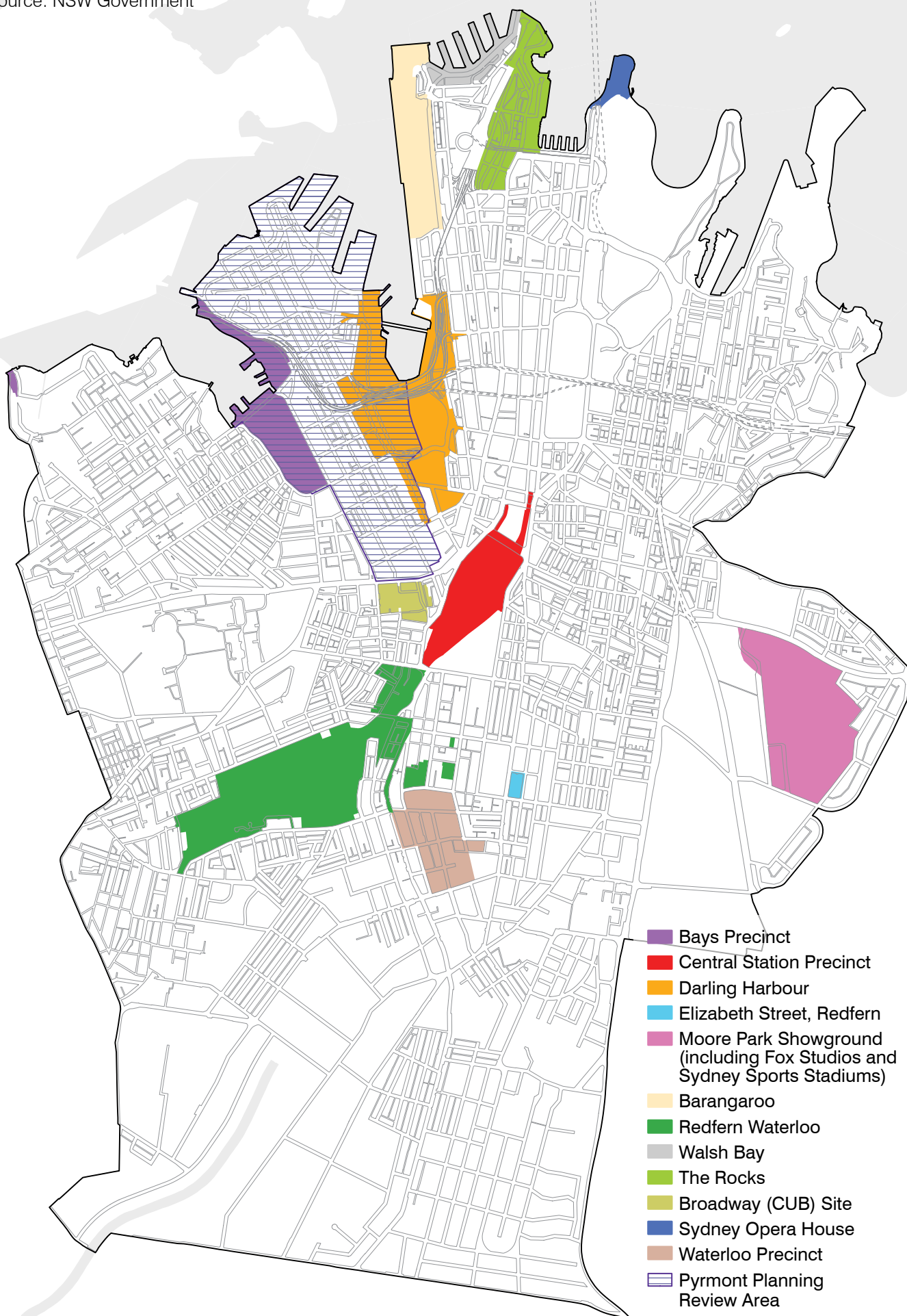
Eastern Economic Corridor

The Eastern Economic Corridor from Macquarie Park through the Harbour CBD to Sydney Airport is the State's greatest economic asset. This Corridor contributed two-thirds of NSW's economic growth in the 2015–16 financial year. The Corridor and surrounding neighbourhoods have access to efficient, regular, reliable public transport networks, and attractive places to work and live, which further encourages substantial investment. To support the Corridor, the City will collaborate with other councils to build economic and employment growth in all centres.

Sydney Innovation and Technology Precinct

Participation and collaboration with key stakeholders as part of the Sydney Innovation and Technology Precinct Panel will advance the vision for the precinct as a world-class area for universities, start-ups and high-tech companies to innovate and agglomerate.

Figure 81: Land where State Government controls apply
Source: NSW Government



District collaboration to deliver infrastructure

The City is seeking a district approach to open space and recreation facility planning. Due to the shortage of available land, high use of sports grounds and continuing pressure for more and better facilities that cannot be met by one council alone – as noted in the City's Open Space, Sports and Recreation Needs Strategy, a cross District approach could facilitate new opportunities.

District collaboration to deliver sustainability

The City will continue to collaborate with the District and other councils on improving the sustainability performance of buildings across energy, water and waste. The City is currently collaborating with multiple stakeholders, including other councils and the NSW Government, on developing performance standard pathways to net zero energy buildings in Greater Sydney planning controls. District collaboration could also assist to protect existing and plan for new waste transfer stations and other waste and recycling facilities.

Collaboration is needed to implement the Risk-Based Framework for Considering Waterway Health Outcomes in Strategic Land Use Planning Decisions and the preparation of the Coastal Management Plans for Sydney Harbour and the Cooks River. Leadership from the NSW Government is also needed to coordinate processes and outcomes.

There are also opportunities to collaborate to implement the Sydney Green Grid and connect to the City's Liveable Green Network and walking and cycling routes, as well as to provide connectivity across the district for biodiversity.

District collaboration to deliver housing

The Region Plan sets a 20-year housing target for the entire Eastern City District of 157,500 new dwellings. As the Greater Sydney Commission has not provided council-specific targets after 2021, the City of Sydney will collaborate with other councils in the District to provide housing across the District. Housing diversity is also best understood at the District level, with each council area having unique opportunities and constraints affecting the supply and diversity of housing, which need to be taken into account.

Monitoring and reporting

The City will monitor and report on this Planning Statement. This will ensure implementation of and alignment with the Greater Sydney Commission's Region and District plans and Sustainable Sydney 2030.

The City will report annually on the implementation of the planning priorities as part of its corporate reporting under the Integrated Planning and Reporting Framework of the *Local Government Act 1993*, and consider the inclusion of key projects into the City's four-year Delivery Program and annual Operational Plan. The City will also report on a series of indicators to show progress towards the objectives of the strategic plans. These indicators are largely from the City's Integrated Planning and Reporting Framework and may be updated from time to time.

The City will seek to align the review of the Planning Statement with the five year reviews of the LEP. The LEP reviews will include additional reporting and analysis that may include, but not be limited to, analysis of the City's floor space and employment survey, census data, tree canopy, community wellbeing indicators and infrastructure provision and needs.

Indicators

Infrastructure:

- Length of separated cycleways provided annually
- Growth in cycling activity at key intersections around the City of Sydney (100 key intersections)
- Growth in walking activity at key locations around City of Sydney (100 Key locations)
- Percentage of people surveyed accessing City Programs and Services who report an improvement in their social wellbeing
- Percentage of people surveyed accessing City Programs and Services who report an improvement in their physical health
- Total overall attendance at City Spaces
- Attendances at aquatic and leisure centres

Source: City of Sydney Annual Report

Liveability:

- Number of dwellings approved
- Number of dwellings completed
- Number of dwellings under construction
- Number of dwelling applications lodged
- Net annual increase by dwelling structure
- Net annual increase by dwelling type (including social, affordable, boarding house and student accommodation dwellings)
- Additional dwelling capacity created through planning proposals

Source: City of Sydney Housing Audit and Development Monitor

Productivity:

- Amount of commercial floor space approved
- Amount of commercial floor space completed
- Amount of commercial floor space under construction
- Amount of commercial applications lodged
- Number of visitor accommodation rooms approved
- Number of visitor accommodation rooms completed
- Number of visitor accommodation rooms under construction
- Number of visitor accommodation applications lodged
- Additional non-residential capacity created through planning proposals

Source: City of Sydney Commercial Monitor and City of Sydney Visitor Accommodation Monitor

Sustainability:

- Total street trees
- Street trees planted annually
- Greenhouse gas emissions for City of Sydney local government area
- Percentage of reduction in greenhouse gas emissions in the local government area based on 2006 levels
- Potable water usage from the local government area
- Percentage of recycling and recovery of residential waste
- Extent of locally indigenous bushland increased compared to 2009/10

Source: City of Sydney Annual Report

Actions

When will
it happen?

G1.1

Develop a Community Participation Plan to:

- a. involve the community in planning processes and decisions
- b. establish transparent, fair and consistent consultation processes
- c. increase transparency of decision-making.

2021

G1.2

Collaborate with others on a range of planning matters including:

- a. Ultimo-Camperdown health and education precinct
- b. Green Square-Mascot Strategic Centre
- c. Harbour CBD
- d. King Street, Newtown and Oxford Street, Paddington
- e. Eastern Economic Corridor
- f. Housing, sustainability and infrastructure in the District
- g. State Significant Precincts and other NSW Government projects.

Ongoing

G1.3

Advocate for greater, genuine and effective collaboration on State Significant Precincts, development enabled by transport infrastructure and other precincts and corridors identified to boost growth and investment including through governance arrangements that identify roles and responsibilities, resourcing and accountability, and review processes and monitoring of infrastructure delivery.

Ongoing

G1.4

Work with the NSW Government to reintegrate selected precincts and sites into the City's planning framework.

Ongoing

G1.5

Report annually against the planning priorities and indicators.

Ongoing

G1.6

Ensure planning proposal requests are consistent with the 'Principles for Growth'.

Ongoing

Strategic alignment

		Sustainable Sydney 2030 Directions									
		A globally competitive and innovative city	A leading environmental performer	Integrated transport for a connected city	A city for walking and cycling	A lively and engaging city centre	Resilient and inclusive local communities	A cultural and creative city	Housing for a diverse community	Sustainable development, renewal and design	Implementation through effective governance
Infrastructure	Movement for convenient and liveable neighbourhoods and a connected city			●	●						
	Align development and growth with supporting infrastructure	●									●
	Supporting community wellbeing with infrastructure	●					●	●			
Liveability	A creative and socially connected city						●	●			
	Creating great places				●	●	●	●		●	
	New homes for a diverse community						●		●		
Productivity	Growing a stronger more competitive Central Sydney	●				●		●			
	Developing innovative and diverse business clusters in City Fringe	●				●					
	Protecting industrial and urban services lands and evolving businesses in Green Square-Mascot strategic centre	●									
Sustainability	Protecting and enhancing the natural environment for a resilient city		●							●	
	Creating better buildings and places to reduce emissions and waste and use water efficiently		●							●	
	Increasing resilience of people and infrastructure against natural and urban hazards										
Governance	Open, accountable and collaborative planning										●

Strategic alignment

Eastern City District Plan Priorities

		Infrastructure		Liveability				Productivity		
		“Planning for a city supported by infrastructure”	Working through collaboration	“Providing services to meet people’s changing needs”	“Fostering socially connected communities”	“Providing housing supply, choice and affordability”	Creating and renewing great places	Growing a stronger Harbour CBD	Growing the Innovation Corridor	“Growing international trade gateways”
Infrastructure	Movement for convenient and liveable neighbourhoods and a connected city	•								
	Align development and growth with supporting infrastructure	•	•	•						
	Supporting community wellbeing with infrastructure	•		•	•					
Liveability	A creative and socially connected city			•	•					
	Creating great places				•		•			
	New homes for a diverse community					•	•			
Productivity	Growing a stronger more competitive Central Sydney							•		
	Developing innovative and diverse business clusters in City Fringe							•	•	
	Protecting industrial and urban services lands and evolving businesses in Green Square-Mascot strategic centre									•
Sustainability	Protecting and enhancing the natural environment for a resilient city									
	Creating better buildings and places to reduce emissions and waste and use water efficiently									
	Increasing resilience of people and infrastructure against natural and urban hazards									
Governance	Open, accountable and collaborative planning		•						•	

Productivity (continued)				Sustainability							Governance	
Delivering integrated land use and transport planning	"Growing jobs in strategic centres"	Retaining and managing industrial land	"Supporting growth of targeted industry sectors"	Improving the health of the District's waterways	"Protecting bushland and biodiversity"	Protecting and enhancing cultural landscapes	"Increasing urban tree canopy cover"	Delivering high quality open space	Reducing carbon emissions	"Adapting to the impacts of urban and natural hazards"	"Preparing LSPS' informed by local strategic planning"	Monitoring and reporting on the delivery of the Plan
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