



Social Panel Advisory Paper to the Greater Sydney Commission

November 2016

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A Vision for the Future of Sydney

An equitable, contemporary, cross-generational and inclusive international city.

Sydney should be a city that fosters connected communities reflecting a diverse range of cultural and social identities that help make it one of the best cities in the world to live.

The future growth of our city must be founded upon recognition that Sydney is, and always will be, an Aboriginal place. This is a Sydney that embraces its contemporary Aboriginal identities, as a living part of that heritage, and recognises and fosters the contribution that Aboriginal people have and continue to make to our city.

This is a vision for an ambitious, creative and innovative Sydney, whose neighbourhoods, communities and districts are as diverse and distinctive as the communities that live within them. Where built form and natural environment help enable communities to flourish.

This report aims to see a Sydney that fosters a community with shared responsibility and opportunity to enable and expand what is possible for all of its residents.

Background

The NSW Government's vision for the future of the Sydney metropolitan region is outlined in *A Plan for Growing Sydney*. This document is intended to provide a framework to inform the future development of Greater Sydney and help set the key objectives for the Greater Sydney Commission's work in helping to guide the growth and development of Sydney. The Commission goals and objectives are:

- A competitive economy with world-class services and transport
- A city of housing choice, with homes that meet our needs and lifestyles
- A great place to live with communities that are strong, healthy and well connected
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources

The Social Advisory Panel

To work towards these goals the Greater Sydney Commission has established two advisory panels: Environment and Social, which are tasked with helping to inform the district planning process.

These district plans are a crucial step in connecting local planning with the longer term metropolitan strategy across the 6 districts of Greater Sydney, namely: Central, West Central, West, North, Southwest, and South.



The establishment of a Social, Environment and Economic Commissioner as part of the structure of the Greater Sydney Commission along with community consultation in each of these areas offers an opportunity to ensure future planning adequately considers the needs of the Sydney community along with environmental and economic considerations.

The Social Panel, co-convened by Social Commissioner Heather Nesbitt and NCOSS CEO, Tracy Howe, consists of representatives from peak bodies across the social, cultural, health community and business sectors, contributing to a vision for how a vibrant, inclusive, healthy and prosperous Sydney will be achieved.

This report is the culmination of broad consultation both with members of the Social Panel and with other key stakeholders. It aims to balance the rich variety of views put forward during these consultations to provide a path towards the vision outlined above. Accordingly, this paper addresses a range of issues, and puts forward a range of recommendations for action through the spectrum of local, district, metropolitan and state planning mechanisms and policies.

It does not necessarily represent the views or policy of any one organisation or person, but is rather a report presenting a synthesis of the many views put forward.

The members of the Social Panel are:

Western Sydney Community Forum, Sydney Alliance, Combined Pensioners & Superannuants Association (CPSA), Settlement Services International (SSI), Youth Action, Better Planning Network, Committee for Sydney, Carriageworks, Churches Community Housing, Shelter NSW, Ethnic Communities Council (ECCNSW), Heart Foundation, People with Disability Australia, Bicycle NSW, Sydney Arts Management Advisory Group (SAMAG), and NSW Council of Social Service (NCOSS).



The Social Advisory Paper

Members of the Social Panel have identified key themes that should be addressed in each of the six district plans. These themes rest on the core concepts of 'liveability', inclusiveness and equity. Ultimately, the Social Panel wants a planning system that positions people and the environment as the focal point, constantly improving and safeguarding the liveability of Sydney for all its residents equitably as the city grows. Indeed, supporting Sydney's ongoing liveability is one of the seven legislated objectives of the Greater Sydney Commission.¹

To this end, the Social Panel has identified six themes that together can be influenced through local and district planning instruments to determine a city's liveability. These themes are complex and interconnected, with the principles of equity, inclusion and accessibility for all of Sydney's residents permeating each. They are:

Housing

Availability of affordable, accessible, healthy and diverse housing options that meet the needs of people throughout their lives is fundamental to the liveability of a city. Recognised as one of the legislated objectives of the Greater Sydney Commission, this report outlines a range of measures to ensure that Sydney meets the future housing needs of all its residents.

Transport

Transport is not an end in itself, but a crucial enabler of opportunity. The future liveability of Sydney, and the equitable access of all its residents to opportunity, will depend upon ensuring that the city's mix of transport linkages are integrated, affordable, equitable, accessible, and effective.

Healthy Living & Urban Design

Cities are about people, and a liveable city must be one that helps enable better health outcomes for all the people that live within it. In planning and building Sydney's future, we must ensure that the housing and the built form, transport, infrastructure, community facilities and public spaces offer a positive contribution to health and well-being, and help enable and encourage healthier lives for all people.

Education, Training & Employment

Liveability, opportunity and prosperity go hand in hand. Sydney's future growth, and the quality of life for all its residents, will depend upon ensuring the most equitable access across the whole city to employment opportunity, and the education and training that enables it. How we plan our suburbs, and how we work to build better linkages between where people live, learn and work, will be a key part in ensuring a more liveable and prosperous Sydney for all.

¹ *Greater Sydney Commission Act 2015 (NSW) s 9(d).*



Arts, Culture & Entertainment

A liveable city provides more than just material comfort, security and prosperity for the people that live within it. A liveable city is one that embraces its history, embraces the diversity of identities and cultures that comprise it, and fosters the expression of that culture. The future of a liveable Sydney will be one in which there is vibrant expression of, and equitable access to, arts and culture of all forms, that can engage and inspire people no matter where they live.

Inclusiveness and Diversity

Inclusion is fundamental. Sydney is, and will continue to be comprised of the widest diversity of people of all ages, cultural backgrounds, incomes and abilities. The future of Sydney must embrace and include all as a fundamental principle, and ensure that every aspect of planning and design of the city's future equitably and accessibly enables the inclusion of all its residents.



Introduction and approach

This paper will address each of these key priorities as separate themes, with a range of specific recommendations for each, but it is important to highlight at the outset that these themes are closely interconnected, and that positive outcomes in any one area will be highly dependent upon implementing a range of recommendations across all areas.

Further, in drafting this paper, there are a number of principles which are fundamental across all of the priority themes identified. It is imperative that these principles, touched on in the Panel's vision, inform every aspect of the planning process, as they have in the identification of priorities and recommendations in this paper.

Sydney is an Aboriginal place

Any process that seeks to shape the future of the Greater Sydney region must be based upon foundational recognition that the city exists on Aboriginal land, and that the history, tradition, culture, knowledge and future of the traditional custodians of that land must be acknowledged, respected and embraced. Aboriginal people must be an integral part of the decisions that shape the future of the city, and their voices should carry the weight of people who continue to be custodians of the land upon which the city grows.

Diversity through equity and inclusion

Sydney is characterised by diversity, diversity of cultural background, of ages, of lifestyles, of incomes and abilities. This diversity is a strength to be embraced and fostered as a marker of an inclusive community. However, to date difference has also been a source of inequality and disadvantage, either by design, or as a result of market or policy failure. As it stands Sydney is characterised by income and opportunity that is increasingly dependent upon postcode, ability or even cultural background. The future of the city must start from the point of understanding these inequities and the exclusion and disadvantage which results, and ensure that equity and inclusion are the foundation of all decisions. We must ensure that where you live, where you come from, and what your abilities are, do not exclude you or determine your access to opportunity or quality of life.

A city that promotes health and well-being

A liveable city must put people at the centre of everything, and every element of the planning and growth of the city should have a positive impact on the health and well-being of people. Health and wellbeing must be recognised as more than the absence of disease and should include the broader physical, emotional and communal contributors to a good quality of life that can be facilitated and supported through effective planning.



A City with Urban density, not a denser Suburban City

Finally, it is important to note that the growth that is likely to characterise Greater Sydney's future requires recognition that we can not simply build a denser city within the current, largely suburban, framework. The future of our city will involve a change from a suburban, to a more urban framework. This distinction is crucial as it requires recognition that the planning process must work differently and more sensitively in partnership with communities to plan and build infrastructure, transport, services, community supports and open spaces into the process of increased density, and cannot simply allow more density to be built into the current, largely suburban, fabric of the city. Many of the assumptions that have informed the evolution of Sydney to date, will have to be challenged as part of a transition process that shapes the growth of the city, while fostering its fundamental liveability and equity.



1. Housing

A liveable city has a range of housing options that mean no one is left out. The Greater Sydney Commission has, as one of its seven legislated objectives, the promotion of supply of housing, including affordable housing² which is a crucial area of concern in Sydney. However, beyond simply promoting supply, there is a crucial role for the Commission and the regional and District planning processes in ensuring that there is not merely 'more' housing, but that the housing that is facilitated meets the needs of all people. Housing needs must be met throughout people's lifetimes and must help support their health, safety, wellbeing and inclusion in the city. As the foundation of liveability, the District Plans should incorporate measures to facilitate:

- inclusiveness through the implementation of universal physical accessibility in housing;
- access to affordable housing across all areas of the city;
- a diverse range of housing options, appropriate for singles, families and peoples of all ages; backgrounds, incomes and abilities;
- housing that contributes positively to the health and well-being of the people that live in it;
- housing that is integrated with the infrastructure, transport, services, employment and community services that residents will need;
- housing that has adequate access to open, green and public space; and
- housing that contributes to the building of diverse and inclusive communities.

A range of measures were discussed and put forward during the Social Panel process to achieve these outcomes. Below is summary of those measures.

Affordable Housing

It is important to acknowledge that key initiatives to increase affordable housing for lower-income and disadvantaged households will come through a combination of the activities of the State government and its agencies (the NSW Land and Housing Corporation, and initiatives under the NSW Social and Affordable Housing Fund); Commonwealth government taxation and housing policy; and the development activities of community housing providers. However, it is also true that solving the problem of affordable housing supply involves action at all levels and the planning system will make a key contribution.

The Greater Sydney Commission District Plans should set district-wide targets encouraging 30% of new privately-owned dwellings to meet defined criteria of affordable housing (with a particular focus on the provision of affordable rental housing). In conjunction with this measure, district-wide targets should be set to ensure a minimum proportion of dwellings (a minimum of 30%) on re-developed government-owned land and state significant precincts, meet defined criteria of affordable rental housing.

The current SEPP (State Environment Planning Policy) 70 provisions operating in Pyrmont-Ultimo and Green Square and Willoughby have shown the value of mandatory inclusionary zoning measures requiring affordable housing. This provision should be extended across all metropolitan LGAs, in conjunction with supporting measures ensuring local governments set

² *Greater Sydney Commission Act 2015 (NSW) s 9(d).*



30% targets for affordable housing. The next Sydney Metropolitan strategy in 2017 should support this with measures encouraging Local Governments to include mechanisms in their local plans, that enable affordable housing schemes (inclusionary zoning), and help to meet the established targets. Any extension of affordable housing and inclusionary zoning provisions, should involve ensuring that the affordable housing is provided in perpetuity, rather than time limited. There is no benefit in limiting the timespan of affordable housing, and the imperative for the provision of affordable housing will only become stronger as the city grows.

Given other global jurisdictions (such as New York, California and even South Australia) have mandated inclusionary zoning targets, there is no reason why Sydney can't do the same, in conjunction with supporting policies at a State and Commonwealth level. Provided there is consistency and certainty in any new inclusionary zoning policy, and it is implemented in conjunction with density bonuses and other complementary offsets, developers and business will be able to plan accordingly and Sydney's continued economic growth will not be threatened.³

Important in any implementation of inclusionary zoning, or measures mandating affordable housing, is an effective and appropriate measure of what affordable housing is. The current definition of 'affordable housing' in the relevant state legislation refers to housing for households in certain income ranges (very low, low, and moderate-income)⁴. If the current definition of affordable housing is retained, then the implementation of inclusionary zoning and the mandating of affordable housing should include measures at the local government level, requiring affordable housing be provided on an income linked basis (rather than linked to the cost or price of the accommodation), administered by a community housing provider. To ensure that the resulting housing does not place the household in housing stress, rents for affordable housing should be set at a maximum of 30% of household income (as currently operates in the Willoughby Local Environment Plan 2012) .

Inclusionary zoning mechanisms that set a minimum provision of affordable housing units may, in some areas of the city, have more positive outcomes if there is an option for the contribution of equivalent funds. In some circumstances, providing 'affordable' housing that discounts a 'million dollar' single bedroom apartment, may not be practical or effectively deliver the desired result. In such circumstances, a mechanism facilitating the direction of funding equivalent to the amount that would have been provided 'in kind' (as affordable housing units) could instead be contributed to funding alternative affordable and social housing within the area surrounding the development. There should be scope for such an alternative to be included in provisions for inclusionary zoning, but the criteria under which it is allowed must be tightly defined and adhered to, to ensure that the purpose of the zoning (helping to facilitate affordable housing across all areas of the city) is not practically undermined.

³ Committee for Sydney, 'A City for All: Five Game Changes for Affordable Housing in Sydney', 2016, p.21.

⁴ NSW Government, State Environmental Planning Policy (Affordable Rental Housing) 2009, Update 5 August 2016. Part 1, Clause 6. <http://www.legislation.nsw.gov.au/#/view/EPI/2009/364/part1/cl6>



Social Housing

Social housing is crucial to ensuring the supply of a mix of affordable housing across all of Greater Sydney. Many of the measures enabling the provision of social housing will come via state and federal government policy in conjunction with the direct actions of community providers. However, there is significant scope for district and local planning mechanisms to incorporate measures that explicitly identify social housing as a necessary consideration, and require inclusion of social housing as part of the diverse mix of housing that meets the needs of all people. Social housing is most effective when included and integrated into the fabric of all areas of the city, with its residents included as part of a diverse community, with equitable access to the services, supports and opportunities of that community.

District Plans should map existing social housing, and ensure that what exists is set as a minimum to be maintained on an ongoing basis. Further, Plans should incorporate mechanisms for larger mixed and residential developments to contribute to the provision of social housing as part of an appropriately diverse mix. Similarly, District Plans should map opportunities for the future inclusion of social housing, for instance by mapping underutilised social infrastructure (TAFEs, Government land, community facilities and other assets) that could be effectively integrated into the infrastructure and services of the surrounding community. Identifying and guaranteeing what does exist, as well as opportunities for the future, will be key to ensuring that District Plans play their part in enabling the supply of social housing.

Healthy, Liveable Housing

In the context of the increasing density that will likely be involved in Sydney's future growth, it is crucial that all levels of planning have consideration for the range of factors that contribute to the 'liveability' of the city's housing, and the health and well-being of the people that will live in it.

It is important that zoning and approval, particularly for larger and higher density housing developments, is done not only in coordination with planning for the services, infrastructure and spaces that will support them, but also in a way that ensures they contribute positively to the health and quality of life of the people that live within them. The District Plans should consider, not only that new housing is connected to good transport linkages, supported by education, health and community infrastructure, with good access to quality open and green spaces, but also that it retains strong standards of liveability, that are not compromised simply for the sake of increased density. The future liveability of Sydney depends upon ensuring that District Plans work to guarantee the liveability of the housing that they facilitate, as we seek to accommodate increasing populations sustainably within the city's existing footprint.

There are a number of important concepts that should be recognised throughout local, district, metropolitan and state planning mechanisms, which contribute to the impact that housing has



on a resident's health and wellbeing. These include:

- guaranteed, sufficient solar access for new and existing communities;
- natural ventilation in conjunction with healthy air quality;
- acoustic privacy and the 'right to silence' that supports healthy sleep and rest; and
- visual privacy, and the right to readily access sufficient private and public green and open space.

The interim guidelines on development near rail corridors and busy roads, recognise the importance of planning, siting and design in housing to ensure liveable and healthy standards of audio and visual privacy, and air quality.⁵ Similarly, the Planning NSW 'Apartment Design Guide' addresses these important concepts and sets guidelines recommending how the relevant SEPP standards should be addressed in residential development⁶. Standardised guidelines such as these are essential and must not only be retained, but strengthened in the context of the likely increases in the overall density of the city. There is a need for these guidelines to be built into fundamental standards as part of the drafting and implementation of district and local plans. Accordingly all District Plans should draw on these previously drafted guidelines to set strong standards for guaranteed minimum residential solar access (4 hours of sunlight during the middle of the day in winter), air quality, acoustic privacy and visual privacy, such that new developments are planned, sited and built in a way that helps guarantee the health and wellbeing of residents.

Where standards already exist (such as solar access requirements currently contained in the State Environment Planning Policy 65), the existing standards should be regarded as a minimum upon which local, district and metropolitan plans should build. Importantly, while these elements are often currently considered as related to the 'amenity' of developments, they must be regarded as fundamental considerations contributing to the health and wellbeing of residents and by extension the liveability of Sydney.

Diverse Housing

Income inequality is the key driver for concentrations of poverty and disadvantage and spatial policy alone cannot resolve this⁷. However, there are real benefits that can be gained from creating and maintaining mixed communities, that planning policy can influence. There is a growing spatial dimension to disadvantage in Sydney, and the housing market momentum pushing lower-income people further from vital infrastructure, services and opportunities, is a

⁵ NSW Government Dept. of Planning: Development near rail corridors and busy roads – interim guideline. 2008 <http://www.rms.nsw.gov.au/documents/projects/guideto-infrastructure-development-near-rail-corridors-busy-roads.pdf>

⁶ Planning NSW. Apartment Design Guide http://www.planning.nsw.gov.au/~/_/media/6B2FC75D18E8485FA0CC2D3569C80E27.ashx

⁷ Paul Cheshire, 'Segregated Neighbourhoods and Mixed Communities'



significant contributor. Without intervention, a mix of housing in all areas of the city that cater for people of different incomes, abilities, household size and age, will not be realised.

Every part of Sydney should have a diverse mix of housing options and types, to contribute to building a more equitable society, improve spatial equity and reduce the negative consequences that follow concentrated poverty and disadvantage, such as poor services, compromised health and social exclusion.⁸ Diversity in housing cannot be regarded as something that is left to the market, or that is only applicable in certain areas of Sydney, but must be included as a fundamental consideration in development across the city to contribute to building and maintaining a city with diverse, mixed communities with equitable access to housing that meets people's needs, and enables their equitable access to opportunity.

The term 'mixed communities' refers to communities that exhibit diversity across a range of areas. These are communities comprised of mixed housing tenure, a mix of income groups, a mix of household compositions, a mix of household ages and that are socially mixed. It is important to note that, to be most effective, these mixed communities should also have a mix of land uses, existing side by side, to enable communities to work, live and socialize in place.

For the purpose of planning successful, sustainable communities, District Plans should play their part in ensuring that no group is segregated from another by function of planning or zoning of development. While acknowledging that neighbourhoods become less or more mixed over time due to a range of economic and social factors,⁹ District Plans should ensure consideration of existing and ongoing community composition in both their planning decisions, and during the approval process for new developments to ensure the goal of mixed communities is achieved across Sydney.

District Plans should include diversity planning measures that set out how the district can provide a mix of housing sizes, types, prices, and tenures, specifically including opportunities for the development of social housing. As part of this, larger mixed and residential developments should include specific diversity plans as part of other requirements, showing that the development provides a mix of housing sizes, types, prices and tenures. Opportunities for the provision of affordable housing and social housing for young people, older people, Aboriginal people and people on low and fixed incomes should be included in these requirements.

Accessible Housing

Reflecting the fundamental importance of inclusiveness in the future development of the city, liveability requires, at a minimum, universally accessible housing. Lack of accessible housing is the chief driver of the marginalisation of people with disability and those who are less mobile or older.¹⁰ A person's ability to engage in education and employment, age in place, visit friends or

⁸ Ruth Lupton and Crispian Fuller, 'Mixed Communities: A New Approach to Spatially Concentrated Poverty in England', *International Journal of Urban and Regional Research*, Vol. 33, No.4, pp.1014-1028, at p.

⁹ Tony Gilmour, 'Mixed Communities', Shelter and Elton Consulting, 2012, p.6.

¹⁰ Margaret Ward and Keith Jacobs, "Policies that Fail – Words that Succeed": The Politics of Accessible Housing in Australia', *Australian Journal of Public Administration*, 2016, pp.1-13, at p



family, or remain in their own home following temporary or permanent disability, shouldn't be determined by their housing. All homes should be accessible for all life stages and circumstances that people find themselves in, ensuring that people are able to make life decisions without feeling tied to a place as a result of inability to source alternative accessible housing.

One in five Australians currently have a disability and we have a rapidly ageing population. There is a high probability that a home will be occupied or visited by a person with some form of disability at some point in its lifecycle. We need to ensure that our built environment and homes are accessible as a fundamental part of an inclusive city. We regard accessible design in housing as representing a basic tenet of 'good design'. Basic standards of size, fire safety, and even running water and electricity are expectations considered as fundamental to the planning and design of acceptable contemporary housing. Universal accessibility must be considered as similarly fundamental to all housing.

The inclusion of universal design in housing is relatively inexpensive to design and build and it is generally accepted that it is 22 times more expensive to retrofit for accessibility.¹¹ All new housing developments (cottages, medium-density and high-density) should be required, as a minimum, to meet the Silver Level performance standard of Liveable Housing Australia's (LHA) guidelines, with encouragement for developments to include additional Gold and Platinum standard housing as part of an appropriate mix. It is important that these standards are made a fundamental part of the development of new housing, as a first step to the eventual application across all housing as the current stock is upgraded, renovated and replaced. To achieve genuine outcomes, the LHA silver performance standard should be incorporated into the relevant housing codes, in support of its recognition in district plans.. It will also be necessary to ensure that there is a strong monitoring and compliance regime to guarantee that what is built meets with the requirements of the Standard. Accessibility, and the inclusiveness that it facilitates, should be regarded as a fundamental part of good design in housing, and should not be able to be traded-off or negotiated out of a development in the interests of expediency or cost.

Housing for all ages

An ageing population coupled with a housing affordability crisis has the potential to exacerbate homelessness rates for both younger and older people. In Sydney, housing outcomes for young people are very poor. There has been a sustained deterioration in affordability in the rental market (recent research indicated that of 12,993 private rental properties in greater Sydney, none were affordable to a single person on Newstart, and only 56 were affordable to a single person on a minimum wage¹²). Added to this, declining home ownership and a lack of supported housing options for young people, mean that homelessness rates for young people are rising. This is not acceptable in a growing, successful city, and is a powerful reminder of the need to ensure that planning actively facilitates a range of affordable housing options that are

¹¹ Liveable Housing Australia, 'Liveable Housing Design Guidelines', 2012, p.10.

¹² Anglicare Rental Affordability snapshot 2016 <http://www.anglicare.asn.au/docs/default-source/default-document-library/rental-affordability-snapshot-2016.pdf?sfvrsn=7>



appropriate for young people.

District Plans should seek to directly address the particular issues faced by young people and provide scope to include requirements for specialist supported housing facilities for young people at risk of homelessness in areas of high density and economic opportunity. As part of wider schemes to increase the mandated provision of affordable housing, plans should also explore the possibility of designating a minimum provision of affordable housing to young people. This will help ensure that young people are not pushed to the fringes and locked out of the education, training and employment that will provide them with long term opportunity.

Housing that meets the needs of older people should be integrated into the community, and contain a mix of self-contained and shared housing options, including one and two bedroom units as well as studios and bedsits with access to common areas. In-home support should be available to those who need it and there should be capacity for responsive aged care services nearby, so that older people who require support can remain in the community. Access to a continuum of services and universally accessible properties will enable people to age in place. Universal design is a key factor in such housing, allowing more options for people to continue living in-situ. This approach to housing for older people supports mixed communities as the individual units aren't all in the one building but are instead spread across several blocks or streets.

Even for older people who have secure housing, issues around care and social isolation persist. A home-share scheme that matches older and younger people has the potential to alleviate housing stress and social isolation in vulnerable cohorts. Younger people in need of housing could be paired with older people in need of assistance at home, for example help with groceries, cooking, cleaning, or companionship. Local planning authorities could facilitate such schemes by establishing a register for interested home-share participants across each district or partnering with local charities in the delivery of the program. Home-sharing isn't for everyone though and there is a need to provide affordable and accessible housing that meets the needs of older people who do not own their own home, as this group is very vulnerable. With a growing number of older people requiring support or assistance to stay at home, we need more options for age-appropriate housing that don't remove and isolate older people from the community, but instead encourage and facilitate multi-generational interaction.

District Plans should ensure that such housing options are available across metropolitan regions in order to contribute to the city's liveability and the social inclusion of both older and younger people.

Recommendations:



- 1.1** Expand SEPP 70 to all LGAs within the Greater Sydney districts. This expansion should also involve related supporting measures ensuring that:
- Local Governments require new housing developments to contribute a minimum of 30% to the provision of affordable housing (or funding equivalent to) as part of inclusionary zoning schemes;
 - all the affordable housing units provided as part of inclusionary zoning provisions, be guaranteed as rental accommodation, managed by a community housing provider;
 - rental charges for affordable housing are set at a percentage of household income that does not result in housing stress (ie that does not exceed 30% of household income);
 - affordable housing units provided are required to remain as affordable housing in perpetuity, rather than be subject to any sunset clause or limits.
- 1.2** Greater Sydney Commission District Plans to set substantial district-wide targets encouraging 30% of new private dwellings planned for the district to meet defined criteria¹³ of affordable housing. With explicit requirement that:
- affordable housing provided as part of these measures, remain defined as affordable housing in perpetuity and be subject to no sunset provisions;
 - a minimum number of the affordable housing units provided as part of inclusionary zoning provisions, be guaranteed as rental accommodation provided on an 'income linked' basis, administered by a community housing provider.
- 1.3** District Plans to set district-wide targets that ensure a minimum of 30% of dwellings on re-developed government owned land and state significant precincts, meet defined criteria of affordable housing. With explicit requirements that:
- the affordable rental housing is provided on an income linked basis, administered by a community housing provider;
 - the affordable housing provided, be maintained in perpetuity, and be subject to no sunset provisions;
 - at least 15% of all new residential units are retained as social housing.
- 1.4** Include in District Plans, provision for mandated minimum amounts of affordable rental accommodation for young people and older people, as part of wider requirements for affordable housing.
- 1.5** District Plans to be required to map all existing social housing assets and set this as an absolute minimum baseline to be maintained within the district. No social housing units within the district should be sold unless the sale involves a re-location within the district,

¹³ City of Sydney, affordable rental housing strategy.

http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0010/127369/affordable_rental_housing_strategy_amendments_FINAL_180510.pdf



and involves the provision of additional units within the district.

- 1.6** District Plans to map land, buildings and assets with potential to incorporate future social housing. Particular attention should be paid to TAFE's, government buildings, community facilities and other local and government properties that are, or have potential to be, effectively integrated into community infrastructure.
- 1.7** District Plans to include specific incentives to facilitate the provision of supported housing for young people at risk of homelessness in areas of highest density, with closest connection to education and training facilities and areas of economic opportunity. Particular attention to be paid to the opportunity to co-locate this housing with TAFE and training facilities, or other government and community assets.
- 1.8** District Plans to incorporate and build upon current design standards contained in SEPP 65 and related 'Apartment Design Guide', to ensure that housing is sited and designed to impact positively upon the health and wellbeing of residents. These standards should include:
- guaranteed minimum solar access;
 - air quality & natural ventilation;
 - acoustic privacy; and
 - visual privacy and private open space.
- 1.9** Local, District and Metropolitan planning mechanisms to ensure current standards relating to residential planning, siting and design, are regarded as an absolute minimum. Elements of solar & daylight access, natural ventilation and air quality, acoustic privacy, visual privacy and access to private open space, to be considered as fundamental standards of resident health and wellbeing, rather than optional guidelines relating to 'amenity.'
- 1.10** District Plans work to create mixed communities across each district by:
- including diversity targets setting out how the district should include a mix of housing sizes, types, prices, and tenures - specifically including opportunities for the development of social housing;
 - requiring larger mixed and residential developments to include specific diversity plans, showing that the development provides a mix of housing sizes, types, prices, tenures - including opportunities for the provision of affordable housing and social housing for young people, older people, Aboriginal people and people on low and fixed incomes.
- 1.11** Require all new housing developments be built to meet Silver Level performance standard of LHA Guidelines for universal design. This should be part of a broader requirement to ensure that this standard becomes the minimum for all buildings. As part of this:
- require the LHA silver performance standard to be written in to the



relevant SEPP, and all Local Government Development Control Plans (DCPs) within the Greater Sydney Commission districts;

- encourage a proportion of housing to meet the LHA Gold and Platinum performance standard of accessible design, as part of an appropriate housing mix, particularly in larger residential developments; and
- set strong guidelines regarding implementation and certification of the LHA standards 'as built' in developments, to ensure that end product delivers the promised standard. There should also be strict defined and limited circumstances where the standards may not be adhered to.

1.12 Improve planning and regulatory flexibility to enable and facilitate new housing models for older and younger people, such as home-sharing. This should include local government schemes to run a register for home-sharing, and undertake partnerships with local community organisations for delivery.

1.13 Facilitate ageing in place through planning for the provision of integrated age-appropriate housing options, and ensuring that planning helps enable access to care and support services.



2. Transport

A large part of a city's liveability is determined by its transport connections, and the access of its people to a range of affordable, integrated, accessible and efficient transport alternatives. Good transport is not an end in itself. It is a crucial linkage that enables full social and economic participation, through facilitating access to important community and economic infrastructure, education, training, employment, health services, shopping, social services, entertainment, recreation, family, friends and community. A lack of adequate access to transport (transport disadvantage) is an important form of disadvantage that can exacerbate or even cause unemployment, ill-health, mental illness, poverty and social isolation.

Transport disadvantage is not merely a case of limited availability of transport options, but also a case of the available options being unaffordable, ineffective, inaccessible, impractical or exclusionary in such a way as to leave people without functional and reliable access to key infrastructure, work, education, health and other services that enable full social and economic participation in the community.¹⁴ While transport disadvantage can stifle opportunity, effective and accessible transport enables the mobility and connections that are a critical element in the quality of city life.

With the greater density that the future of Sydney will likely involve, a more efficient and sustainable mix of transport connections will be key. As part of achieving greater equity and liveability, our vision for Sydney is one of 'sustainable mobility'. Sustainable mobility is determined by 'the degree to which the city is accessible to all its residents, including low-income earners, older people, the young, people with disability, as well as parents with children.'¹⁵ While roads are part of that mix, increased road capacity cannot sustainably meet the present and future needs of a growing and increasingly dense city, and cannot do so equitably, as it does not address the significant proportion of the population for whom a private vehicle is unaffordable, inaccessible or impractical.

In this context, walking, cycling and public transport options, provide more effective and accessible linkages to community and economic opportunity, and do so in a way that is more equitable, sustainable and healthy. Planning should explicitly seek to reduce private vehicle use. District Plans should implement measures that enable less congested roads; and enable the integration of public transport, walking and cycling. In order to induce private vehicle drivers to other more efficient, sustainable and healthier alternatives, it is important that those alternatives are safe, reliable, comfortable, affordable, flexible, accessible and plentiful.¹⁶

Public Transport

Key initiatives to plan, fund, build and run the public transport infrastructure that Sydney will

¹⁴ CAFA. Resource Sheet: the relationship between transport and disadvantage in Australia. August 2011, pp1-8
<https://aifs.gov.au/cfca/sites/default/files/publication-documents/rs4.pdf>

¹⁵ Australian Council of Learned Academies (ACOLA), 2015, Delivering Sustainable Mobility.
http://www.acola.org.au/PDF/SAF08_FullReport_web.pdf pg. 61

¹⁶ ARUP, 2016, Cities alive – towards a walking world.

http://publications.arup.com/publications/c/cities_alive_towards_a_walking_world



need into the future will come through the NSW Government and its agencies. However, there is a significant enabling role to be played by the planning system in both shaping a built environment that facilitates more effective and accessible transport connections, and in potentially providing the zoning environment for value capture and special rates schemes.

The '400:15:1 SCAA' formula should be adopted in this context, and should be incorporated into District and Metropolitan Plans. The 'formula' is a guiding principle that all people across Greater Sydney should have public transport options within a 400m walk, that come at least every 15 minutes during the day, that requires only one fare per journey regardless of how many modes are used, and that is safe, clean, affordable and accessible¹⁷. While there are elements of this formula (such as the target that all people are no more than 400m from transport) that are already a consideration in transport planning, incorporation of this principle into district and metropolitan planning would help to ensure that zoning decisions, planning instruments, accessibility upgrades, and development approvals, are all able to play their part in maximizing the efficiency and accessibility of transport connections across the whole city.

Recently value capture mechanisms have been recognised as potential tools for contributing to the funding of construction and ongoing running costs of public transport infrastructure and services. As mechanisms that rely heavily upon zoning decisions, there is scope for District Plans to help facilitate the effective use of value capture. Any implementation of value capture mechanisms, and their potential impact upon existing communities, should be subject to further community consultation and discussion of its role and how and where it may be appropriately employed. However, the proximity of developments to fixed public transport is a powerful driver of property value that is currently lost to private and developer profit. The impact of transport on property value, in conjunction with careful pre-planning of increased density of developments, could potentially facilitate value capture as a valuable funding mechanism.

Evidence suggests that new light and heavy rail transport connections within 400m of a property, have resulted in 40% increase in the value of that property, a benefit which accrues to a lesser degree to properties within 800m¹⁸. Indeed, experience with Sydney's own Northwest rail project show that even announcing an intended project results in significant property value increases, which without value capture, are lost to private or developer profit. By recognizing this effect, and incorporating consideration of it into district and metropolitan planning, along with a range of supporting legislative changes, the benefit of those increases in property value could be partially captured and harnessed to help to fund the important public transport connections that will be crucial to the social and economic future of Sydney.

District and Metropolitan Plans should identify zones of opportunity for increased density, along with the potential transport linkages needed to serve them. At this stage, property owned by state, local and commonwealth governments should be identified and assessed for its potential. Particular attention should be paid to the ability to incorporate these properties, subject to community consultation and appropriate guarantees of open space, into future transport

¹⁷ <http://www.sydneyalliance.org.au/transport>

¹⁸ The Committee for Sydney, 'Are we there yet?: value capture and the future of public transport in Sydney', Issues Paper number 11. December 2015. pp8-15



corridors and benefit from the resulting land value increases. It is also crucial that mechanisms for value capture (such as Section 94 contributions, Special Council Transport Rate Zones, air rights lease agreements, special parking levy zones, and floor space sale zones), be put in place early as part of the planning process, to ensure that they are visible and operational prior to decisions on re-zoning, land sale, increased density, or transport infrastructure planning. This early preparation and implementation at the district and metropolitan planning stage will enable the fair and effective capture of the value these decisions create, without unduly distorting development costs¹⁹.

Active Transport

In a city of density, active transport is a way to improve health outcomes by integrating physical activity into people's everyday lives.²⁰ While effective solutions for Sydney will involve an integrated and flexible mix of road, public and active transport solutions, improvements to walking and cycling networks:

- are much less infrastructure intensive;
- can be made quickly;
- have positive impacts upon health and well-being;
- are more environmentally sustainable; and
- involve minimal ongoing costs to government.²¹

Indeed, using even the most conservative assessments, the cost-benefit ratios for cycling infrastructure are superior to those of road investment²², and represent an opportunity to make genuine transport improvements with a relatively low impact on government finances.

It is crucial that walking and cycling are given consideration as legitimate, independent transport modes in their own right. With effective planning there is an opportunity for walking and cycling to account for a significantly greater share of journeys, not just for recreation, but commuting and access to services. This is especially true in the context of dense urban environments. District Plans, and the local planning frameworks that they will integrate with, must map out the existing cycling and walking infrastructure across the district, as part of a process for identifying the opportunities to improve connections both within and between districts, ensuring that active transport options are an integral and effective part of the city's future.

¹⁹ Ibid

²⁰ Heart Foundation & Cycling Promotion Fund, 2014, Move it. Australia's health transport options.

<http://heartfoundation.org.au/images/uploads/publications/Move-it-Australias-Healthy-Transport-Options.pdf>

²¹ State of Australian Cities, 2014-15

²² PriceWaterhouseCoopers, Evaluation of the costs and benefits to the community of financial investment in cycling programs and projects in NSW South Wales – Final Report. Sydney: Roads and Traffic Authority of NSW and Department of Environment and Climate Change, 2009.



As the lowest cost transport options, with significant health, environment and efficiency benefits, walking and cycling should not only be regarded as independent transport modes, but given priority over other transport modes. Experience in cities such as Vancouver shows that while modal share targets are helpful, it is necessary to go beyond targets and establish a 'hierarchy' of preferred modes to inform prioritisation in the future transport mix²³. Walking and cycling should be given similar prioritisation as part of the drafting of local, district and metropolitan plans, to ensure that their share as independent modes of transport is maximised.

As with transport as a whole, it is imperative that walking and cycling infrastructure be planned and built so as to recognise the needs of all members of the community, and ensure that everyone is able to equitably access the benefits of healthy transport infrastructure. It is important that as links between other modes of transport (such as private vehicles, buses, trains, trams and ferries), and as modes of transport in their own right, cycling and walking infrastructure must be universally accessible, safe, effectively integrated, and adequately mapped and publicised.

Integrated Transport

Planning of transport must not be undertaken separately or subsequent to the planning of housing and other developments. Identifying transport needs, and planning the integration of transport into the development of future suburbs, infrastructure and urban centres, must be done at the outset, and required as part of the local, district and metropolitan planning process. This planning process should recognise the importance of transport connections to meet all needs, not simply to link with commercial and residential centres. Particular attention should be paid to ensuring that transport connections, are linked to educational facilities, cultural facilities, green and recreational spaces, and other community services and infrastructure. The district and local planning process should identify the range of infrastructure, services and cultural and community assets throughout the district, as a basis for ensuring effective transport connections enable equitable access to them that does not rely on use of a private vehicle.

Transport is only effective if there is seamless, integrated connection between all, linking the local to the wider district and the greater city beyond. Part of this process will be regarding all modes of transport as part of an integrated transport infrastructure, with effective and accessible connections that enable switching between modes. Accordingly, District Plans should set out the connected, integrated nature of transport, and encourage the planning and implementation of transport to maximise connections between transport modes. This should include measures to encourage connections between modes wherever possible, and that transport nodes (such as rail, light rail, bus-transit stops) include supporting infrastructure such as parking, bike cages, toilets, showers and accessible links to walking and cycling infrastructure.

²³ City of Vancouver: Transportation 2040: plan as adopted by Vancouver City council on 31 October 2012. pp14-164. http://vancouver.ca/files/cov/Transportation_2040_Plan_as_adopted_by_Council.pdf



Accessible Transport

It is imperative that all people have equitable access to the enabling connections that transport provides. People with disability, older or less mobile people, and young people in particular, rely heavily upon public transport and need to be able to access public transport across all regions of Sydney. Universal accessibility must therefore be a core consideration in every element of the transport system. This includes not just the physical accessibility or affordability of the vehicles, stations and connecting infrastructure (like footpaths, toilets, crossings and seating), but also the visibility and audibility of information, and the siting of transport stops in relation to housing, commercial and community service centres.

Recommendations:

- 2.1** Each District Plan to include drafting of an integrated transport plan that:
- establishes a 'hierarchy' of transport modes, that prioritises walking and cycling;
 - sets district mode-share targets with 'stretch goals' that reflect the priority of active transport;
 - maps all existing transport, connecting infrastructure and services across the district;
 - identifies opportunities for improved connections within and between transport modes across the district (including walking and cycling infrastructure, bus-ways, light & heavy rail and ferries);
 - identifies key modal link points (between various transport modes), as a basis for improving supporting and connecting infrastructure (bike cages, toilets, showers, seating, information points) and ensuring it is safe and accessible;
 - identifies opportunities for improved connections within and between transport modes between the district and surrounds, with the explicit purpose of informing metropolitan transport network planning;
 - requires pedestrian access and mobility plans at local levels, as a basis for identifying and addressing issues of accessibility;
 - requires local governments to create and coordinate cycling strategies and network planning, across the district, ensuring that their supporting infrastructure, services and information contribute to connectivity across the city; and
 - inform active transport infrastructure maps at a district and metropolitan level, that link to web-based platforms such as google maps.
- 2.2** District Plans to include a requirement that re-zoning for higher density, planning for large-scale developments, and siting of significant community infrastructure and services, are done with explicit reference to district transport plans, and particularly the active and public transport connections that will be needed to enable their effective integration into



- the socio-economic fabric of the district and greater city.
- 2.3** Incorporation of the '400:15:1 SCAA' formula into District and Metropolitan Plans, as a fundamental principle guiding the planning of transport infrastructure, as well as broader decisions on zoning, infrastructure and service location.
- 2.4** Ensure that Metropolitan, District and Local Plans are drafted with consideration of the potential future implementation of value capture mechanisms, as a vehicle for the building and operation of public transport. Including:
- identifying zones of opportunity for increased density, along with the potential transport linkages needed to serve them; and
 - that residential developments immediately along transport routes are sited, planned and designed with reference to best practice guidelines regarding designing for health and well-being, with specific reference to air-quality, noise pollution and solar access; and
 - implementing legislative and regulatory measures needed to enable value capture at a local and district level (such as provisions for Section 94 contributions, special council transport rate zones, air rights lease agreements, special parking levy zones, and floor space sale zones) prior to zoning, density and transport infrastructure planning changes being made.
- 2.5** Ensuring that all footpaths, crossings, public domains and connecting infrastructure around and between stations, bus stops and other transport points, are safe (well lit, with strong visibility), fully accessible, and provide the seating, shelter and amenity that encourages and facilitates its use equitably by all in the community.
- 2.6** Ensure district plans and local government policies encourage inclusion of workplace travel plans and end of trip facilities into the approval processes for new commercial, large residential and recreational facility developments.



3. Healthy Living and Urban Design

Consideration of the health and wellbeing of people is a fundamental theme that should be incorporated into, and supported by, all elements of planning for Sydney. If liveability is the central foundation shaping the future of the city, then the frameworks guiding the planning of housing, transport, education & employment, art & culture, urban design and the public domain, should all be required to contribute positively to the health and wellbeing of people.

Healthy Suburbs

Public health and urban planning are historically linked, with promotion of healthy living in some form being part of modern urban design and planning since the nineteenth century. The concern then was about public health crises like plague and influenza, and the way crowded, unsanitary urban living contributed to their spread. Now we are now concerned with rapidly rising rates of obesity, heart disease and diabetes, and their underlying risk factors including physical inactivity, sedentary behaviour, social isolation and poor nutrition. We now know that there are tangible spatial distributions to these chronic health conditions and risk factors²⁴, and that the key role that the design of the built environment plays, must be considered as part of addressing the underlying social determinants of those health conditions and risk factors.

The fundamental role of the built and natural environments in influencing outcomes in health and wellbeing is widely acknowledged not just across public health, but health promotion, urban studies, architecture and planning, and transport planning²⁵. A comprehensive review by the former NSW Healthy Built Environments Program examined the evidence linking the built environment with three domains: getting people active, connecting and strengthening communities, and providing healthy food options²⁶. The conclusion from this review, as with a growing weight of evidence, is that built environments directly influence the health and wellbeing outcomes of those that live and work in them. Dispersed suburbs without key infrastructure, car dominated transport, reduced opportunities for exercise and incidental physical activity, lack of local fresh food production, widespread availability of fast-food, and a lack of social connections, are all factors that can be addressed in part through better planning of our cities.

Healthy Planning

The planning system has the capacity to encourage healthier living by:

- planning, siting and developing housing and major community infrastructure that promotes

²⁴ National Heart Foundation of Australia, 2016, Heart Maps <http://heartfoundation.org.au/professionals/australian-heart-maps>

²⁵ The National Heart Foundation of Australia, Healthy Active by Design. <http://www.healthyactivebydesign.com.au/>

²⁶ Kent, J, Thompson, S and Jalaludin, B, *Healthy Built Environments, A Review of the Literature*, Sydney: Healthy Built Environments Program, City Futures Research Centre UNSW. 2011



and contributes positively to the wellbeing and quality of life of residents;

- facilitating greater access to and utilisation of active transport options;
- creating safe, accessible and active walkable neighbourhoods with a sustainable density and mix of usage zonings;
- facilitating access to local fresh food production, sale and consumption through the flexible use of land; and
- providing an abundance and diversity of quality accessible public (and publicly owned) open and green spaces; and
- ensuring that increases in local density are matched by improved access to quality open green spaces.

More than the substantial health and wellbeing impacts, smarter urban design and planning has the ability to significantly improve the social interactions and community cohesion that protect against isolation and depression²⁷, and have a positive impact on crime and anti-social behaviour²⁸. As we have already established, the active transport options facilitated by smart urban planning also contribute to improved air quality and reduce car dependence and congestion, all of which are significant issues impacting upon quality of life and health across Sydney.

Healthy urban planning principles should be incorporated across all new urban developments, and into the broader planning and zoning principles applied by local governments and planning authorities, to ensure that the existing built environment is supportive of healthy living into the future. Planning, zoning and development decisions must have consideration for air quality, and the need to guarantee solar and daylight access, both in private dwellings and in public open spaces as a fundamental contributor to healthy environments. Particularly in the context of any increases in urban density, it will be necessary to provide, as an offset, an increase in quality public green space with the good solar access that is fundamental to health and wellbeing. To this end, district and local planning instruments should ensure that public domains and green spaces have a minimum of 4 hours of solar access during the middle of the day in winter.

There is a wealth of guidance that can be drawn upon in the development and application of healthy urban planning guidelines for greater Sydney, including the NSW Health 'the Healthy Urban Development Checklist', and the Heart Foundation's 'Healthy by Active Design' website. It is vital that the built environment we create encourages healthy living across the lifespan by incorporating design and planning considerations that are responsive to the needs of children, older people and people with disability or reduced mobility. This means that District Plans should pay particular attention to ensuring that public domains, open spaces and connecting footpaths, are safe, secure, universally accessible and are designed with consideration to guaranteed access

²⁷ <http://www.health.nsw.gov.au/urbanhealth/pages/default.aspx>

²⁸ Heart Foundation, Blueprint for an Active Australia, second edition 2014 (p5)



to sunlight and greenery. District Plans should include a requirement that all developments within the district, particularly those that are likely to have an impact upon vulnerable communities, must undertake health impact assessments, to determine the impacts of development upon the health and wellbeing of the community. This process should not just involve identifying potential detrimental impacts and how to mitigate them, but also seek to identify measures that can be implemented as part of the development to positively impact on the surrounding community and the health and well-being of its residents.

While increased density will be a large part of enabling the vibrant and sustainable communities that are fundamental to the creation of healthy living environments, it will be crucial to ensure that a denser Sydney focuses on the needs of people, and their health and well-being first. Greater density has the potential to facilitate physical activity integration and social connection if done well, but density in itself is insufficient to create walkable, healthy neighbourhoods. Ensuring diversity of zoning and usage, and ensuring strong transport connections within and between zones, will be crucial. Attention to the public domain, the spaces between buildings, and the social and community infrastructure that is provided up front is also part of ensuring that we are planning suburbs that enable healthy living.

Recommendations:

- 3.1** District Plans to require all developments to undertake Health Impact Assessments as a basis for:
 - determining if a project should proceed;
 - identifying and addressing potential negative impacts upon the community; and
 - identifying and implementing measures to ensure that the development impacts positively upon the health and wellbeing of the community.
- 3.2** District Plans to draft a green and open space infrastructure map, including pocket parks, parks, open spaces, green spaces and urban forests. This infrastructure should be regarded as a minimum for the district, to ensure that planning decisions do not compromise or reduce access to parks, green and open spaces throughout the district. Particular reference should be made to the requirement for any redevelopment of government owned land including significant open space (such as race courses) to be subject to health and social impact assessments, including significant community consultation, as part of ensuring that valuable open space is not lost.
- 3.3** District Plans to include specific reference to the need to match any increases in localised density with appropriate increases in access to quality open green space, to maintain the practical accessibility of those open green spaces. Individual developments should make reference to their impact upon the overall density of the area, and the resulting access of residents to quality open green space.



- 3.4** Develop and implement best practice guidelines and standards for free and accessible green open space provision into District Plans, with particular consideration for areas of medium to high density. This should include flexibility to incorporate spaces to be used for food production, as well as sport and recreation, and a range of active and passive uses.
- 3.5** Prioritise the provision of upgrades to public open space (eg. allocation of Metropolitan Green Space and Green Grid project funding) according to local need by considering relative access to open space, current and future density, health indices, and socio-economic (SEIFA) characteristics.
- 3.6** District and local planning instruments to ensure that public domains and open green spaces have a minimum of 4 hours of solar access during the middle of the day in winter. Strong standards and guidelines governing residential design should be reflected in the planning of the public domain and open green spaces, with particular attention paid to solar access, shadowing and air-quality.
- 3.7** Ensure that school areas have adequate adaptive and accessible open spaces available for use by students and the local community (eg. Community use of schools as a Local Environment Plan provision).
- 3.8** Prepare a Sport and Active Recreation Plan for each district, with particular consideration to ensure the sporting, social and active recreational needs of people of all ages and levels of mobility (including young people, older people and people with disability and reduced mobility)
- 3.9** Prepare a productive open spaces plan for each district that sets out guidelines for the flexible use of public and private open space for personal and community food production.
- This should include guidelines for how to determine where productive use is possible, and how it can be facilitated.
 - These plans should be promoted as part of a suite of policies and templates for the use of urban areas for the production, trade and consumption of healthy food (e.g. the Northern Rivers '[securing our food future](#)' project).
 - These plans should include provision for incentives for the construction and maintenance of rooftop and private domain gardens in multi-unit buildings, including statutory amendments such as a Local Environment Planning (LEP) provision or an amendment to the Apartment Design Guide (ADG) to provide height or Floor Space Ratio (FSR) credit as an incentive tradeoff.
- 3.10** Require the preparation of a Public Domain Plan for all major centres and developments. Plans should not just consider accessibility, amenity and lighting, have consideration for security and how spaces will be used across 24 hours to maximise community utility and



safety, they should also prioritise the ongoing public ownership of and access to these spaces.

- 3.11** Develop a tool for assessment, monitoring and implementation of the health promoting capacity of new developments, similar to the BASIX tool for sustainability assessment. These healthy built environment indicators should be included in the monitoring of the implementation of each District Plan.
- 3.12** Develop an overarching local government planning policy framework that strengthens local planning control over the type, distribution and density of retail food outlets, including reform of the definition of retail premises (group term and Specific Uses), to assist in ensuring a greater diversity and choice of food outlets, and to protect against the clustering of unhealthy food providers.



4. Education, Training and Employment

Without equitable and accessible education, training and employment opportunities, a city isn't liveable, and its communities are less able to be independent and sustainable. We know that there is currently a strong spatial dimension to disadvantage across the city, and that the distribution of opportunities for education, training and employment, are at least partly responsible for causing or exacerbating this. Educational and training infrastructure is unevenly scattered across the city, concentrated like much of the economic and employment opportunity in the area around the CBD which accounts for 20% of the city's economic output and best job opportunities²⁹. This concentration, and the general disconnection of large parts of the city from areas of education or employment, needs to be addressed. As part of building the foundations of a vibrant, equitable and sustainable city, we need to facilitate more equitable access to employment opportunities, and to the education and training opportunities that enables them.

Many measures needed to build, grow and develop the range of employment opportunities that the city will need, will be addressed by the Economic Roundtables. However we believe there are some key principles that should be included in District Plans, to ensure that there is a strong framework linking economic opportunity, and key education and training infrastructure, with the major population centres within each district. We need to ensure education, training and employment is spread across the entire metropolitan area to support the city's growth beyond the Sydney CBD and other major centres. Each District Plan should identify existing centres of economic and employment opportunity, and consider this as key infrastructure, together with educational and training facilities across the district. These important economic resources need to be provided with the transport linkages within, and between districts that will help to connect people across the city, with the opportunity to learn, train and work. Included in this mapping process should be the existing resources throughout the district, such as libraries, TAFEs and community centres.

This process should explicitly inform a further process whereby these existing resources are leveraged as knowledge and work 'hubs', providing space and infrastructure that enable them to be used, not only to access information and 'knowledge', but also as a platform for tele-commuting, study, and other forms of electronic-based work. These hubs could be more effectively and flexibly utilised, beyond their established purpose, with a broader and more flexible understanding of the range of roles that they can play in enabling better links between information, knowledge, employment and opportunity. Having mapped these resources, District Plans should put in place a range of measures encouraging local governments to expand the hours, accessibility, flexibility and purpose of these to enable better access to opportunity.

District Plans have an important role in determining where education, training and employment can be located, and thus a role in linking with these institutions to form strong centres of educational and economic opportunity. Planning and decisions around educational and training infrastructure should consider reliable and accessible public transport linkages, and ensure that

²⁹ The Committee for Sydney, 'Big city analytics: Identifying Sydney's economic, employment and population centres of gravity'. Issues paper 5, April 2015. pp10-11



there are effective links between where people live, learn and work.

However, enabling better linkages between education and opportunity also means planning to provide the social ‘scaffolding’ to support new hubs. This should include magnet schools such as selective or technology high schools that will attract parents to the area; quality childcare and healthcare infrastructure; targeted recreational spaces that appeal to all demographics; and a spectrum of housing options to cater for all budgets. Similarly, vibrant cultural life and nightlife is key to attracting and retaining talent. People want to live where there are interesting and exciting things to do, as well as good services, amenities and transport linkages. Offering appealing lifestyles and environments is foundational for growing the talent pool.³⁰

Recommendations:

- 4.1** District Plans to map areas of economic and employment opportunity as a basis for incorporation into broader plans for re-zoning, increased density, transport linkages, siting of educational and training institutions, and the planning of other cultural and economic infrastructure.
- 4.2** District Plans to map existing knowledge resources (specifically including local libraries, university libraries, TAFEs, community centres and other potentially public infrastructure), as vital ‘hubs’ that can provide open access to wi-fi, meeting and working space, as platforms for tele-commuting, study, and flexible work activities. This resource map should also include direct measures for how these hubs can be better utilized (increased hours, free wi-fi, co-hosted training or information activities, public working spaces) as broader links to knowledge, information and opportunity.
- 4.3** District Plans to include a process to partner with educational and training institutions and explore avenues for planning and development decisions to enable better linkages between education, training and employment opportunities for people in the area they live.
- 4.4** Ensure that District Plans facilitate a sustainable and diverse mix of cultural establishments, restaurants, small bars and other leisure and evening venues that will add to the vibrancy of each district and attract talent.

³⁰ Florida, Richard, *The Rise of the Creative Class, Revisited*, Basic Books, New York, 2012



5. Arts, Culture and Entertainment

Arts, culture and entertainment provide more than just the flavour of a liveable city. Sydney's identity and its claim to being an international city, will depend upon how it enables, supports, presents and engages with its arts and culture. As Sydney develops, it shouldn't attempt to create culture from scratch, but instead use the District Plans to recognise and build upon each area's rich history, cultural contributions and infrastructure of existing institutions. Cultural distinctiveness will be central to how we and others think about our city, and whether it attracts and retains the innovative and creative people that are integral to successful international cities. The arts, culture and entertainment we support will not only enrich our diverse communities, but will also have flow-on social, health, education and employment benefits.

Arts, Culture and Entertainment strategies

Each district will need a comprehensive Arts, Culture and Entertainment Strategy that ensures a diverse mix of facilities and opportunities exist throughout that area. There needs to be a diversity of options for all interests, incomes, cultural backgrounds, ages and abilities – we want arts, culture and entertainment that is accessible for everyone, and that includes low and no-cost options, across all parts of the city. A successful Arts, Culture and Entertainment Strategy will also consider and include animation of public spaces, a diversity of scale of arts infrastructure, development of affordable and flexible work and performance spaces for creatives, undefined spaces that can support both professional and community arts activity, and the integration of both public and commercial arts and cultural programming.

Equal Consideration for Arts, Culture and Entertainment

At all levels, plans and planning instruments must entrench recognition of the importance of arts, culture and entertainment, and ensure that as the city grows, the sustainability of existing arts, cultural and entertainment infrastructure and activities is ensured. As density increases, both existing creative and entertainment spaces, and those potentially available for future use, are increasingly being directly reclaimed for development, burdened by increasing rent, or subject to restrictions on noise, hours of operation and flexibility of use. All of these forces act to make them unviable. In addition to ensuring that planning and zoning mechanisms enable the creation and maintenance of spaces for the arts, culture and entertainment, it is important that wider planning regulations also effectively balance commercial and residential interests, with those of artistic practitioners and venues for culture and entertainment. Existing and future cultural and entertainment infrastructure needs to have a sustainable place within the fabric of the city, as part of catering for and fostering the diversity and creativity integral to successful international cities.

It is important that as part of each district's Arts, Culture and Entertainment Strategy, and the



mapping of existing assets, District Plans should map existing public spaces, vacant properties, and other facilities that are available for creative and artistic use. The resulting strategy should include explicit measures for simplifying and enabling the use of these spaces for creative purposes.

Equal Access to Arts, Culture and Entertainment

As Sydney develops, through the key districts identified, there will be a need for the development of major cultural infrastructure and institutions more equally dispersed across all districts. Part of the Arts, Culture and Entertainment Strategy should be planning for opportunities for significant state and national collections to be situated in each of the greater Sydney districts, helping to provide each district to build their visitor economy, benefit from sustainable local cultural employment, and also serve as a centre of gravity for the fostering of further arts and cultural opportunities. It is important for communities to have access to local arts and culture, as well as having the opportunity to experience the very best of national and international arts and culture as part of a vibrant mix.

Schools and other publically owned sites should be made available for arts, culture and leisure pursuits outside of their normal hours of operation. These sites are valuable community assets, and the community's use of them should be facilitated as part of the planning process. Given the small operating budgets that the majority of the arts, culture and leisure organisations have, making publically owned space available to them would significantly boost their ability to serve and engage with the community.

Recommendations:

- 5.1** Each district to develop an integrated Arts, Culture and Entertainment Strategy that considers cultural infrastructure, education, employment, diversity, excellence and accessibility. These strategies must recognise the unique history and existing cultural infrastructure of the area, as part of identifying specific social and cultural outcomes relevant both to its established and emerging communities.
- 5.2** District Planning processes, and integrated Arts, Culture and Entertainment Strategies, to map existing cultural, artistic and creative assets (including galleries, public performance spaces, public spaces, studio spaces, live performance venues, public art installations, local heritage assets, and places of Aboriginal cultural significance). This map should form the basis for the Strategy to build upon.
- 5.3** District Planning processes, and integrated Arts, Culture and Entertainment Strategies, to map existing public spaces, vacant properties, and other community facilities that are available for creative or artistic use. The Arts, Culture and Entertainment Strategy



should include explicit measures to identify these spaces and develop simple measures to facilitate their use for creative and artistic purposes.

- 5.4** Within its plans and strategies, each district must prioritise recognition of, protection of, and engagement with its Aboriginal history and culture, and opportunities to foster its continued contemporary expression.
- 5.5** Ensure that District Plans, and local planning and zoning instruments recognise and guarantee the place of existing arts, cultural and entertainment activities, as well as and fostering and supporting the development of new activities. The principle should be to ensure that artistic, cultural and entertainment activities are given equal consideration and not subordinated to commercial or residential interests.
- 5.6** Develop a Major Cultural Infrastructure Strategy for Sydney as part of metropolitan planning, which facilitates equity of access to arts and cultural institutions by ensuring that future cultural institutions are distributed across all districts.
- 5.7** Ensure, through District Plans and individual development project approvals, the provision of a range of publically accessible recreation spaces according to projected district needs.
- 5.8** Develop citywide guidelines for the flexible usage of schools and other publically owned sites for art, culture, entertainment and community purposes outside normal use hours.



6. Inclusiveness, Equity and diversity

A liveable city is one that fosters diversity and is inclusive of all people who live within it. It is a city where everyone feels a genuine sense of belonging, and no-one has their access to housing, community or opportunity restricted as a function of their income, age, cultural background, sexuality, gender or ability.

Inclusiveness should be a fundamental principle, considered as an intrinsic part of planning at all levels and cannot be regarded as an additional or potentially optional consideration. As outlined throughout the sections in this Paper, inclusiveness must be recognised and reflected throughout all planning instruments, by ensuring that universal physical accessibility is guaranteed as a minimum.

Having asserted the fundamental importance of inclusiveness and equity to Sydney's future, it is equally important to reiterate that Sydney is currently an unequal city. Spatially, culturally, economically and socially, the opportunities and quality of life available to many in our city, are determined by where they live, their cultural background, their income, their age or their ability. This is not acceptable. It is crucial that as a starting point the district planning process recognise the spatial aspects of inequality in our city, and ensure that the housing we build, the transport links we create, and the communities we facilitate and empower through education and employment, consciously seek to address and improve the equality of opportunity.

While this Paper has set out a range of recommendations in each section, aimed at improving diversity, inclusion and equity across every district, specific measures should be implemented to identify inequality of access to services and opportunity throughout each district, as a basis for planning and building equity and inclusion into Sydney's future.

District and Metropolitan planning processes should include the creation of a Sydney-specific measure of Access to Opportunities and Services (ATOS), based upon the tool developed by transport for London³¹. This tool would map access to employment, education, health, food, cultural institutions, parks and Sydney-specific public goods (harbour, beaches, national parks, etc). The information provided by such a tool will serve as a start point for breaking down the spatial dimension to inequality in Sydney, and help plan for the inclusion and equity that we believe must be a fundamental part of Sydney's future.

Social Impacts

It is vital that the future growth of Sydney protect and build upon the existing fabric of communities across each district of the city. The likely changes that the city will undergo have significant potential to impact heavily on local communities, and break the vital connections and supports that exist. Inherent in the planning process should be the principle that development

³¹ Transport for London: Measuring the accessibility of opportunities and services in dense urban environments: experiences from London. Simon Cooper, Peter Wright & Rhodri Ball.

http://81.47.175.201/TRACC/attachments/article/188/accessibility_london.PDF



and change should improve equity and inclusion and foster stronger, more diverse and equal communities. We believe a crucial part of this is assessing the social impacts of significant projects of change and development, and engaging the community to manage and improve those impacts to ensure that they contribute positively to the social fabric of the community.

District Plans should require social impact assessments for all projects and developments involving potential impacts upon the community. Particular attention should be paid to the impact upon vulnerable, disadvantaged and marginalised groups such as:

- people with disability;
- older people;
- people experiencing homelessness;
- Aboriginal people;
- young people;
- people in social or supported housing;
- people on fixed incomes; and
- people from culturally and linguistically diverse backgrounds.

These assessments should be drafted according to accepted standards, such as those outlined by the International Association for Impact Assessment,³² and be required to show how they have meaningfully engaged community stakeholders, what impacts the project will have and whether it should proceed. These assessments should be evaluated independently. Part of this process should also include a requirement for approved projects to include social impact management plans (with local procurement and stakeholder engagement plans) that explicitly address the impacts of the project, and work towards ensuring that they are positive changes that maintain and build upon strong, inclusive and equitable communities.

Inclusion by design

Physical accessibility, while fundamental, is not the full extent to which inclusiveness and diversity can be fostered through the Greater Sydney District Plans. Inclusive design should be adopted as a fundamental consideration and incorporated into district and local planning instruments. Design and planning should always be judged by whether or not they contribute to an inclusive environment. Plans should be guided by the principle that good design should reflect the full diversity of the people who will use it without contributing to the imposition of

³² IAIA: Social impact assessment: Guidance for assessing and managing the social impacts of projects. April 2015
http://www.iaia.org/uploads/pdf/SIA_Guidance_Document_IAIA.pdf



barriers or exclusion of any groups.

As set out by the UK Commission for Architecture and the Built Environment, inclusive design is a process of designing, building, managing and populating places and spaces to ensure they work for as many people as possible, not just some sections or groups of a community. Inclusive design relates not just to where people live, but the education, health, transport, entertainment, community and public space facilities they use³³. Inclusive design aims to create environments that:

- are responsive to people's needs;
- are flexible in use;
- offer a choice when a single design solution cannot meet all needs;
- are convenient and able to be used without undue effort or special separation;
- are welcoming to a wide variety of people and contribute to their sense of belonging; and
- are accommodating without undue fuss or exception, to those who have specific requirements.³⁴

Avoiding exclusion

Places and spaces are often deliberately planned and designed to manage and exclude certain people. For example, it is increasingly common for public benches and seating to be situated and designed so that they cannot be used by people sleeping rough. Public domains are also often planned, designed and regulated to ensure that they cannot be used by skateboarders or other young people. Similarly, places in town centres that are public domains, are often designed and managed privately (such as shopping centres or other 'public' areas provided as part of larger developments) in such a way as to passively or even actively discourage certain groups (such as young people, homeless people, or other people deemed to be 'loitering'). The day-to-day effectiveness of inclusiveness will depend on local governments, police, private property management and business owners. However, enshrining inclusiveness as a principle in planning and ensuring universal physical accessibility, will help ensure that the built environment contributes positively to the diversity and inclusion of local communities, and that no groups within that community are actively excluded.

³³ CABE, Inclusion by design: Equality, Diversity and the built environment. 2008

<https://www.designcouncil.org.uk/sites/default/files/asset/document/inclusion-by-design.pdf>

³⁴ <http://webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/files/the-principles-of-inclusive-design.pdf>



Community Inclusion

There must be meaningful opportunities for people of all ages and abilities to connect with other people. District Plans, and the zoning and development decisions they inform, must consider the range of community resources and infrastructure needed to facilitate people connecting with each other and be active and equal parts of their local community. District Plans should work to understand the range of social infrastructure that is required by different groups within the community and ensure that developments include provision for that infrastructure to be planned for and provided in advance. This includes childcare centres, libraries, sporting facilities, community centres, co-operatives and community gardens, performance spaces, health centres, digital hubs, public spaces and other accessible facilities that enable the coming together of people and the building of a sense of community and identity.

As practically disenfranchised groups, the needs of young people and children should be addressed to better facilitate their inclusion as part of broader planning processes in transport, education, employment, health and recreation. There is a need for District Plans to prioritise and facilitate the provision of quality, locally accessible early childhood education and care as part of broader planning and development decisions. Planning processes must prioritise provision of and access to youth-specific support services. They should also consider the need to enable the sorts of entertainment and activity that young people can access. It is important that the public domain and other community facilities are planned and run in an open, flexible and inclusive way that does not exclude children and young people, and instead facilitates their belonging in communities.

Recommendations:

- 6.1** District and metropolitan planning processes to include development of a Sydney-specific ATOS (Access to Opportunities and Services) tool as a basis for identifying spatial elements of inequality in access.
- 6.2** District and metropolitan planning processes to require all land use and infrastructure project planning assessments to use the ATOS measure to demonstrate reduction of metropolitan spatial inequality of access.
- 6.3** District Plans to require all major developments (particularly those involving potentially vulnerable communities, or involving proposed changes to established community infrastructure, open space, heritage or the usage of community assets) to provide a Social Impact Assessment, to be assessed by an independent body. The Social Impact Assessment process should be required to:
 - determine if the project or development is justified when broader social impacts are included in cost benefit analyses;



- identify what the potentially detrimental impacts on the community may be;
 - identify any positive impacts the project may have on community;
 - detail measures that have been taken to consult with and engage the community in the process (with specific reference to Aboriginal people, older people, younger people, people with a disability, people on fixed incomes, and people from the culturally and linguistically diverse communities in the local area).
- 6.4** District Plans to require a Social Impact Management Plan for any projects that proceed, with specific reference that such plans include:
- local procurement plans that identify opportunities to use local community resources, communities and businesses as part of the project;
 - stakeholder engagement plans that have meaningful ongoing engagement with the community (with specific reference to Aboriginal people, older people, younger people, people with a disability, people on fixed incomes, and people from the culturally and linguistically diverse communities in the local area); and
 - details of how social impacts will be mitigated and addressed.
- 6.5** District Plans to specifically address how it links with and builds upon the Disability Inclusion Access Plans (DIAPs), and other local plans related to fostering accessibility, equity and inclusion throughout the district.
- 6.6** Ensure that District and Local Plans include a defined set of principles to foster inclusion by inclusive planning, design and place management. The drafting of these principles should include a requirement to consult meaningfully with the range of groups within the local community, such as CALD people, Aboriginal people, people with disability, older people, young people and representatives of the unemployed and homeless.
- 6.7** Cultivate a sense of belonging for young people by ensuring that the development of District Plans actively considers their needs and interests in the formulation of future policies and strategies. Particular attention should be paid to ensuring that public spaces are not planned, designed and managed in ways that actively exclude young people.
- 6.8** Ensure that zoning, planning and development decisions include consideration of the need for community childcare and early childhood education to be provided and locally accessible, in advance of increased populations resulting from development.
- 6.9** District planning processes require structured opportunities for engagement in consultations around decisions of planning, zoning and the design and ongoing use of local community and public facilities. Specific reference should be made to measures facilitating the inclusion of older people, younger people, people with disability, Aboriginal people, people with lower incomes and CALD people.



List of Recommendations

Housing

- 1.1** Expand SEPP 70 to all LGAs within the Greater Sydney districts. This expansion should also involve related supporting measures ensuring that:
- Local Governments require new housing developments to contribute a minimum of 30% to the provision of affordable housing (or funding equivalent to) as part of inclusionary zoning schemes;
 - all the affordable housing units provided as part of inclusionary zoning provisions, be guaranteed as rental accommodation, managed by a community housing provider;
 - rental charges for affordable housing are set at a percentage of household income that does not result in housing stress (ie that does not exceed 30% of household income);
 - affordable housing units provided are required to remain as affordable housing in perpetuity, rather than be subject to any sunset clause or limits.
- 1.2** Greater Sydney Commission District Plans to set substantial district-wide targets encouraging 30% of new private dwellings planned for the district to meet defined criteria³⁵ of affordable housing. With explicit requirement that:
- affordable housing provided as part of these measures, remain defined as affordable housing in perpetuity and be subject to no sunset provisions;
 - a minimum number of the affordable housing units provided as part of inclusionary zoning provisions, be guaranteed as rental accommodation provided on an 'income linked' basis, administered by a community housing provider.
- 1.3** District Plans to set district-wide targets that ensure a minimum of 30% of dwellings on re-developed government owned land and state significant precincts, meet defined criteria of affordable housing. With explicit requirements that:
- the affordable rental housing is provided on an income linked basis, administered by a community housing provider;
 - the affordable housing provided, be maintained in perpetuity, and be subject to no sunset provisions;
 - at least 15% of all new residential units are retained as social housing.
- 1.4** Include in District Plans, provision for mandated minimum amounts of affordable rental accommodation for young people and older people, as part of wider requirements for

³⁵ City of Sydney, affordable rental housing strategy.

http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0010/127369/affordable_rental_housing_strategy_amendments_FINAL_180510.pdf



affordable housing.

- 1.5** District Plans to be required to map all existing social housing assets and set this as an absolute minimum baseline to be maintained within the district. No social housing units within the district should be sold unless the sale involves a re-location within the district, and involves the provision of additional units within the district.
- 1.6** District Plans to map land, buildings and assets with potential to incorporate future social housing. Particular attention should be paid to TAFE's, government buildings, community facilities and other local and government properties that are, or have potential to be, effectively integrated into community infrastructure.
- 1.7** District Plans to include specific incentives to facilitate the provision of supported housing for young people at risk of homelessness in areas of highest density, with closest connection to education and training facilities and areas of economic opportunity. Particular attention to be paid to the opportunity to co-locate this housing with TAFE and training facilities, or other government and community assets.
- 1.8** District Plans to incorporate and build upon current design standards contained in SEPP 65 and related 'Apartment Design Guide', to ensure that housing is sited and designed to impact positively upon the health and wellbeing of residents. These standards should include:
- guaranteed minimum solar access;
 - air quality & natural ventilation;
 - acoustic privacy; and
 - visual privacy and private open space.
- 1.9** Local, District and Metropolitan planning mechanisms to ensure current standards relating to residential planning, siting and design, are regarded as an absolute minimum. Elements of solar & daylight access, natural ventilation and air quality, acoustic privacy, visual privacy and access to private open space, to be considered as fundamental standards of resident health and wellbeing, rather than optional guidelines relating to 'amenity.'
- 1.10** District Plans work to create mixed communities across each district by:
- including diversity targets setting out how the district should include a mix of housing sizes, types, prices, and tenures - specifically including opportunities for the development of social housing;
 - requiring larger mixed and residential developments to include specific diversity plans, showing that the development provides a mix of housing sizes, types, prices, tenures - including opportunities for the provision of affordable housing and social housing for young people, older people, Aboriginal people and people on low and fixed incomes.
- 1.11** Require all new housing developments be built to meet Silver Level performance



standard of LHA Guidelines for universal design. This should be part of a broader requirement to ensure that this standard becomes the minimum for all buildings. As part of this:

- require the LHA silver performance standard to be written in to the relevant SEPP, and all Local Government Development Control Plans (DCPs) within the Greater Sydney Commission districts;
- encourage a proportion of housing to meet the LHA Gold and Platinum performance standard of accessible design, as part of an appropriate housing mix, particularly in larger residential developments; and
- set strong guidelines regarding implementation and certification of the LHA standards 'as built' in developments, to ensure that end product delivers the promised standard. There should also be strict defined and limited circumstances where the standards may not be adhered to.

1.12 Improve planning and regulatory flexibility to enable and facilitate new housing models for older and younger people, such as home-sharing. This should include local government schemes to run a register for home-sharing, and undertake partnerships with local community organisations for delivery.

1.13 Facilitate ageing in place through planning for the provision of integrated age-appropriate housing options, and ensuring that planning helps enable access to care and support services.

Transport

2.1 Each District Plan to include drafting of an integrated transport plan that:

- establishes a 'hierarchy' of transport modes, that prioritises walking and cycling;
- sets district mode-share targets with 'stretch goals' that reflect the priority of active transport;
- maps all existing transport, connecting infrastructure and services across the district;
- identifies opportunities for improved connections within and between transport modes across the district (including walking and cycling infrastructure, bus-ways, light & heavy rail and ferries);
- identifies key modal link points (between various transport modes), as a basis for improving supporting and connecting infrastructure (bike cages, toilets, showers, seating, information points) and ensuring it is safe and accessible;
- identifies opportunities for improved connections within and between transport modes between the district and surrounds, with the explicit purpose of informing metropolitan transport network planning;
- requires pedestrian access and mobility plans at local levels, as a basis for identifying and addressing issues of accessibility;



- requires local governments to create and coordinate cycling strategies and network planning, across the district, ensuring that their supporting infrastructure, services and information contribute to connectivity across the city; and
 - inform active transport infrastructure maps at a district and metropolitan level, that link to web-based platforms such as google maps.
- 2.2** District Plans to include a requirement that re-zoning for higher density, planning for large-scale developments, and siting of significant community infrastructure and services, are done with explicit reference to district transport plans, and particularly the active and public transport connections that will be needed to enable their effective integration into the socio-economic fabric of the district and greater city.
- 2.3** Incorporation of the '400:15:1 SCAA' formula into District and Metropolitan Plans, as a fundamental principle guiding the planning of transport infrastructure, as well as broader decisions on zoning, infrastructure and service location.
- 2.4** Ensure that Metropolitan, District and Local Plans are drafted with consideration of the potential future implementation of value capture mechanisms, as a vehicle for the building and operation of public transport. Including:
- identifying zones of opportunity for increased density, along with the potential transport linkages needed to serve them; and
 - that residential developments immediately along transport routes are sited, planned and designed with reference to best practice guidelines regarding designing for health and well-being, with specific reference to air-quality, noise pollution and solar access; and
 - implementing legislative and regulatory measures needed to enable value capture at a local and district level (such as provisions for Section 94 contributions, special council transport rate zones, air rights lease agreements, special parking levy zones, and floor space sale zones) prior to zoning, density and transport infrastructure planning changes being made.
- 2.5** Ensuring that all footpaths, crossings, public domains and connecting infrastructure around and between stations, bus stops and other transport points, are safe (well lit, with strong visibility), fully accessible, and provide the seating, shelter and amenity that encourages and facilitates its use equitably by all in the community.
- 2.6** Ensure district plans and local government policies encourage inclusion of workplace travel plans and end of trip facilities into the approval processes for new commercial, large residential and recreational facility developments.

Healthy Living & Urban Design

- 3.1** District Plans to require all developments to undertake Health Impact Assessments as a basis for:
- determining if a project should proceed;



- identifying and addressing potential negative impacts upon the community; and
- identifying and implementing measures to ensure that the development impacts positively upon the health and wellbeing of the community.

- 3.2** District Plans to draft a green and open space infrastructure map, including pocket parks, parks, open spaces, green spaces and urban forests. This infrastructure should be regarded as a minimum for the district, to ensure that planning decisions do not compromise or reduce access to parks, green and open spaces throughout the district. Particular reference should be made to the requirement for any redevelopment of government owned land including significant open space (such as race courses) to be subject to health and social impact assessments, including significant community consultation, as part of ensuring that valuable open space is not lost.
- 3.3** District Plans to include specific reference to the need to match any increases in localised density with appropriate increases in access to quality open green space, to maintain the practical accessibility of those open green spaces. Individual developments should make reference to their impact upon the overall density of the area, and the resulting access of residents to quality open green space.
- 3.4** Develop and implement best practice guidelines and standards for free and accessible green open space provision into District Plans, with particular consideration for areas of medium to high density. This should include flexibility to incorporate spaces to be used for food production, as well as sport and recreation, and a range of active and passive uses.
- 3.5** Prioritise the provision of upgrades to public open space (eg. allocation of Metropolitan Green Space and Green Grid project funding) according to local need by considering relative access to open space, current and future density, health indices, and socio-economic (SEIFA) characteristics.
- 3.6** District and local planning instruments to ensure that public domains and open green spaces have a minimum of 4 hours of solar access during the middle of the day in winter. Strong standards and guidelines governing residential design should be reflected in the planning of the public domain and open green spaces, with particular attention paid to solar access, shadowing and air-quality.
- 3.7** Ensure that school areas have adequate adaptive and accessible open spaces available for use by students and the local community (eg. Community use of schools as a Local Environment Plan provision).
- 3.8** Prepare a Sport and Active Recreation Plan for each district, with particular consideration to ensure the sporting, social and active recreational needs of people of all ages and levels of mobility (including young people, older people and people with disability and reduced mobility)



- 3.9** Prepare a productive open spaces plan for each district that sets out guidelines for the flexible use of public and private open space for personal and community food production.
- This should include guidelines for how to determine where productive use is possible, and how it can be facilitated.
 - These plans should be promoted as part of a suite of policies and templates for the use of urban areas for the production, trade and consumption of healthy food (e.g. the Northern Rivers '[securing our food future](#)' project).
 - These plans should include provision for incentives for the construction and maintenance of rooftop and private domain gardens in multi-unit buildings, including statutory amendments such as a Local Environment Planning (LEP) provision or an amendment to the Apartment Design Guide (ADG) to provide height or Floor Space Ratio (FSR) credit as an incentive tradeoff.
- 3.10** Require the preparation of a Public Domain Plan for all major centres and developments. Plans should not just consider accessibility, amenity and lighting, have consideration for security and how spaces will be used across 24 hours to maximise community utility and safety, they should also prioritise the ongoing public ownership of and access to these spaces.
- 3.11** Develop a tool for assessment, monitoring and implementation of the health promoting capacity of new developments, similar to the BASIX tool for sustainability assessment. These healthy built environment indicators should be included in the monitoring of the implementation of each District Plan.
- 3.12** Develop an overarching local government planning policy framework that strengthens local planning control over the type, distribution and density of retail food outlets, including reform of the definition of retail premises (group term and Specific Uses), to assist in ensuring a greater diversity and choice of food outlets, and to protect against the clustering of unhealthy food providers.

Education, Training and Employment

- 4.1** District Plans to map areas of economic and employment opportunity as a basis for incorporation into broader plans for re-zoning, increased density, transport linkages, siting of educational and training institutions, and the planning of other cultural and economic infrastructure.
- 4.2** District Plans to map existing knowledge resources (specifically including local libraries, university libraries, TAFEs, community centres and other potentially public infrastructure), as vital 'hubs' that can provide open access to wi-fi, meeting and working space, as platforms for tele-commuting, study, and flexible work activities. This resource map



should also include direct measures for how these hubs can be better utilized (increased hours, free wi-fi, co-hosted training or information activities, public working spaces) as broader links to knowledge, information and opportunity.

- 4.3** District Plans to include a process to partner with educational and training institutions and explore avenues for planning and development decisions to enable better linkages between education, training and employment opportunities for people in the area they live.
- 4.4** Ensure that District Plans facilitate a sustainable and diverse mix of cultural establishments, restaurants, small bars and other leisure and evening venues that will add to the vibrancy of each district and attract talent.

Arts, Culture and Entertainment

- 5.1** Each district to develop an integrated Arts, Culture and Entertainment Strategy that considers cultural infrastructure, education, employment, diversity, excellence and accessibility. These strategies must recognise the unique history and existing cultural infrastructure of the area, as part of identifying specific social and cultural outcomes relevant both to its established and emerging communities.
- 5.2** District Planning processes, and integrated Arts, Culture and Entertainment Strategies, to map existing cultural, artistic and creative assets (including galleries, public performance spaces, public spaces, studio spaces, live performance venues, public art installations, local heritage assets, and places of Aboriginal cultural significance). This map should form the basis for the Strategy to build upon.
- 5.3** District Planning processes, and integrated Arts, Culture and Entertainment Strategies, to map existing public spaces, vacant properties, and other community facilities that are available for creative or artistic use. The Arts, Culture and Entertainment Strategy should include explicit measures to identify these spaces and develop simple measures to facilitate their use for creative and artistic purposes.
- 5.4** Within its plans and strategies, each district must prioritise recognition of, protection of, and engagement with its Aboriginal history and culture, and opportunities to foster its continued contemporary expression.
- 5.5** Ensure that District Plans, and local planning and zoning instruments recognise and guarantee the place of existing arts, cultural and entertainment activities, as well as and fostering and supporting the development of new activities. The principle should be to ensure that artistic, cultural and entertainment activities are given equal consideration and not subordinated to commercial or residential interests.
- 5.6** Develop a Major Cultural Infrastructure Strategy for Sydney as part of metropolitan planning, which facilitates equity of access to arts and cultural institutions by ensuring



that future cultural institutions are distributed across all districts.

- 5.7** Ensure, through District Plans and individual development project approvals, the provision of a range of publically accessible recreation spaces according to projected district needs.
- 5.8** Develop citywide guidelines for the flexible usage of schools and other publically owned sites for art, culture, entertainment and community purposes outside normal use hours.

Inclusiveness, Equity and Diversity

- 6.1** District and metropolitan planning processes to include development of a Sydney-specific ATOS (Access to Opportunities and Services) tool as a basis for identifying spatial elements of inequality in access.
- 6.2** District and metropolitan planning processes to require all land use and infrastructure project planning assessments to use the ATOS measure to demonstrate reduction of metropolitan spatial inequality of access.
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- determine if the project or development is justified when broader social impacts are included in cost benefit analyses;
 - identify what the potentially detrimental impacts on the community may be;
 - identify any positive impacts the project may have on community;
 - detail measures that have been taken to consult with and engage the community in the process (with specific reference to Aboriginal people, older people, younger people, people with a disability, people on fixed incomes, and people from the culturally and linguistically diverse communities in the local area).
- 6.4** District Plans to require a Social Impact Management Plan for any projects that proceed, with specific reference that such plans include:
- local procurement plans that identify opportunities to use local community resources, communities and businesses as part of the project;
 - stakeholder engagement plans that have meaningful ongoing engagement with the community (with specific reference to Aboriginal people, older people, younger people, people with a disability, people on fixed incomes, and people from the culturally and linguistically diverse communities in the local area); and



- details of how social impacts will be mitigated and addressed.
- 6.5** District Plans to specifically address how it links with and builds upon the Disability Inclusion Access Plans (DIAPs), and other local plans related to fostering accessibility, equity and inclusion throughout the district.
- 6.6** Ensure that District and Local Plans include a defined set of principles to foster inclusion by inclusive planning, design and place management. The drafting of these principles should include a requirement to consult meaningfully with the range of groups within the local community, such as CALD people, Aboriginal people, people with disability, older people, young people and representatives of the unemployed and homeless.
- 6.7** Cultivate a sense of belonging for young people by ensuring that the development of District Plans actively considers their needs and interests in the formulation of future policies and strategies. Particular attention should be paid to ensuring that public spaces are not planned, designed and managed in ways that actively exclude young people.
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