

# **Submissions and Engagement Report**

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Revised Draft District Plans  
(2017)

# Contents

<b>1</b>	<b>Introduction</b>	<b>0</b>
1.1	Purpose of this report.....	2
1.2	Engagement undertaken from January 2016 till October 2017 .....	2
1.3	Engagement October to December 2017 .....	2
1.4	Submissions process .....	7
1.5	Submissions received .....	7
<b>2</b>	<b>What we heard – feedback and responses</b>	<b>8</b>
2.1	A city supported by infrastructure .....	10
2.2	A collaborative city .....	11
2.3	A city for people .....	12
2.4	Housing the city.....	14
2.5	Local housing and infrastructure issues.....	15
2.6	A city of great places.....	16
2.7	A well connected city.....	18
2.8	Jobs and skills for the city .....	20
2.9	A city in its landscape.....	22
2.10	An efficient city .....	25
2.11	A resilient city .....	27
2.12	Implementation.....	28
<b>3</b>	<b>Next Steps</b>	<b>30</b>
<b>4</b>	<b>Connect with the Commission</b>	<b>31</b>

*This report seeks to provide a summary of information from engagement activities and submissions received during the exhibition period on the draft Greater Sydney District Plans. The information in this report does not include a complete, definitive list of all issues raised in each submission received on the Greater Sydney District Plans. Rather it is a summary of issues and responses. This report must be read in conjunction with the complete list of submissions available on the Greater Sydney Commission’s website.*

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# Introduction

The Greater Sydney Commission leads metropolitan planning for the Greater Sydney Region.

In October 2017, the Greater Sydney Commission (the Commission) released for feedback a draft Greater Sydney Region Plan, and five revised draft District Plans: Western City District, Central City District, Eastern City District, North District and South District. This Submissions and Engagement Report only relates to the five District Plans.

The draft Greater Sydney Region Plan sets a 40-year vision, up to 2056, and a 20-year plan to manage growth in Greater Sydney. The District Plans implement the Greater Sydney Region Plan at a district level, and are a bridge between regional and local planning.

The District Plans inform local strategic planning statements, Local Environmental Plans (LEPs) and the assessment of planning proposals, as well as community strategic plans and policies. The Plans inform the wider community on the growth management, environmental protection and infrastructure investment intentions of the NSW Government.

The Greater Sydney Region Plan - *A Metropolis of Three Cities* and the District Plans integrate land use, transport and infrastructure planning between the three tiers of government and across State agencies. They have been prepared concurrently with Transport for NSW's *Future Transport 2056* and Infrastructure NSW's *State Infrastructure Strategy 2018-38: Building Momentum*.

The revised draft District Plans were on exhibition from 26 October 2017 to 15 December 2017. During this period, the Commission engaged directly with over 9,300 people on all six plans and received 585 submissions related to the revised draft District Plans. This is in addition to the 2,300 submissions received on the Commission's draft District Plans, released in November 2016.

This Submissions and Engagement Report compiles information from submissions and engagement activities undertaken during the exhibition period. Many of the Commission's engagement activities were delivered alongside Transport for NSW as they engaged on the draft *Future Transport 2056* plan. Feedback from engagement and submissions was shared so it could be considered for both land use planning and transport planning.

This exhibition period built upon the exhibition and engagement activities undertaken by the Commission since January 2016. Since that time, the Commission has engaged directly with over 25,000 people through a range of deliberative workshops, focus groups, community meetings, roundtable meetings, briefing sessions, surveys and online chats.

The Commission thanks those who lodged a submission and/or attended engagement activities. The contributions from stakeholders and the community since our inception in January 2016 have been invaluable. Those contributions directly influenced the development of the draft District Plans and as shown in this report, have also informed the Commission's finalisation of the District Plans.

The Commission has published a separate Submissions and Engagement Report for the draft Greater Sydney Region Plan, which was on exhibition from 22 October 2017 to 15 December 2017.

## 1.1 Purpose of this report

This report identifies the key issues raised in submissions and engagement activities on the revised draft District Plans, which were exhibited from 26 October 2017 to 15 December 2017. It outlines the Commission's response to key issues raised and identifies how feedback from stakeholders and the community has informed the final Plans.

The report is structured according to the *10 Directions for Greater Sydney*. The 10 Directions were first published in 2017 in *Directions for a Greater Sydney 2017–2056* and are the foundations of *A Metropolis of Three Cities* and the five District Plans.

## 1.2 Engagement undertaken from January 2016 till October 2017

As shown in the diagrams on pages five and six, the Commission has been engaging with the people of Greater Sydney since January 2016 to help shape both *A Metropolis of Three Cities* and District Plans. Engagement activities have been designed to ensure the Commission heard from as wide a range of people as possible, and that community input was considered at multiple points during the preparation of the draft Greater Sydney Region Plan and draft District Plans.

This began with initial conversations with individuals, community groups, and peak organisations from January 2016 to November 2016. During this time, the Commission heard from 7,500 people. The feedback was used to inform the draft District Plans and *Towards our Greater Sydney 2056* – a draft amendment to update *A Plan for Growing Sydney* – which flagged for the first time a vision for a metropolis of three cities.

From 21 November 2016 to 31 March 2017, the Commission exhibited the draft District Plans and *Towards our Greater Sydney 2056*. During the exhibition period, the Commission engaged with more than 7,750 individuals through an extensive engagement program. The program comprised eleven deliberative workshops, an online survey that received 2000 responses, briefing sessions, and online forums. This provided comprehensive feedback on what the community and stakeholders liked about the draft plans and what they felt needed to change.

Continually improving our engagement practices has been a critical component of the Commission's work, with a focus on evaluation and innovation.

## 1.3 Engagement October to December 2017

The draft Greater Sydney Region Plan was exhibited from 22 October 2017 to 15 December 2017 and the revised draft District Plans were exhibited from 26 October 2017 to 15 December 2017. The engagement program covered both the draft Greater Sydney Region Plan and revised draft District Plans, in recognition of the integrated nature of the plans.

To ensure the engagement approach was comprehensive, the Commission undertook an evaluation of its engagement process which included analysing participant feedback, listening to community group representatives and analysing the online submissions portal user experience. Based on this assessment the following focus areas were identified:

- targeting engagement activities to suit young people and Culturally and Linguistically Diverse (CALD) Communities
- providing opportunities for individuals, community groups and peak groups to speak with the Commission's planners about how their feedback to earlier draft plans had been considered and used
- improving the submission portal

- using random sampling to identify participants for some engagement activities including deliberative forums and online consultation – this allowed for a demographically representative sample from a broad-cross section of the community to provide feedback

With these improvements in mind, the Commission designed an engagement program that covered the draft Greater Sydney Region Plan and the five revised draft District Plans, and included:

- three deliberative forums called City Dialogues – comprising around 100 community members in each of the three cities
- 12 community workshops where 177 community members examined the plans and saw how previous community feedback had informed them
- 10 focus groups with 59 people between the ages of 20 and 50 from five of Greater Sydney's fastest growing CALD communities — Vietnamese, Filipino, Indian, Chinese and Arabic
- 10 focus groups with 300 young people in high schools across Greater Sydney, conducted by the Advocate for Children and Young People
- a randomised representative survey of 2,000 Greater Sydney residents
- briefing sessions with 160 elected officials, key stakeholders and community members
- three roundtable discussions where 27 representatives from environmental and social peak groups examined the revised draft plans, and were shown how their feedback had helped inform them
- three roundtable meetings to gain feedback from industry peak groups and 28 representatives of the retail, residential and commercial industries
- five district-based council workshops comprising 138 planning staff from all Greater Sydney councils
- eight briefing sessions for more than 150 State Government and local council elected officials
- feedback sessions with State Government officers
- live streaming of a community briefing session viewed by over 400 people
- weekly "Live Online" discussion forums with Commissioners where 647 comments and questions and interactions were posted
- speaking engagements with a combined audience of over 5,000 social, business, environmental and industry delegates, providing opportunities for questions and feedback
- advertisements announcing the exhibition period dates and encouraging formal submissions, published in 32 metropolitan, local and CALD publications
- information packs provided to all council communications teams to share on their social channels to encourage their communities to engage with the Commission
- copies of the draft plans sent to every council and council library in Greater Sydney.

In addition, information was provided through the Commission's social media channels with:

- during the engagement period 51,000 visits to the draft Greater Sydney Region Plan and revised draft District Plans pages on the website
- during the engagement period 14,000 downloads of the plans.

# Engagement summary from October to December 2017

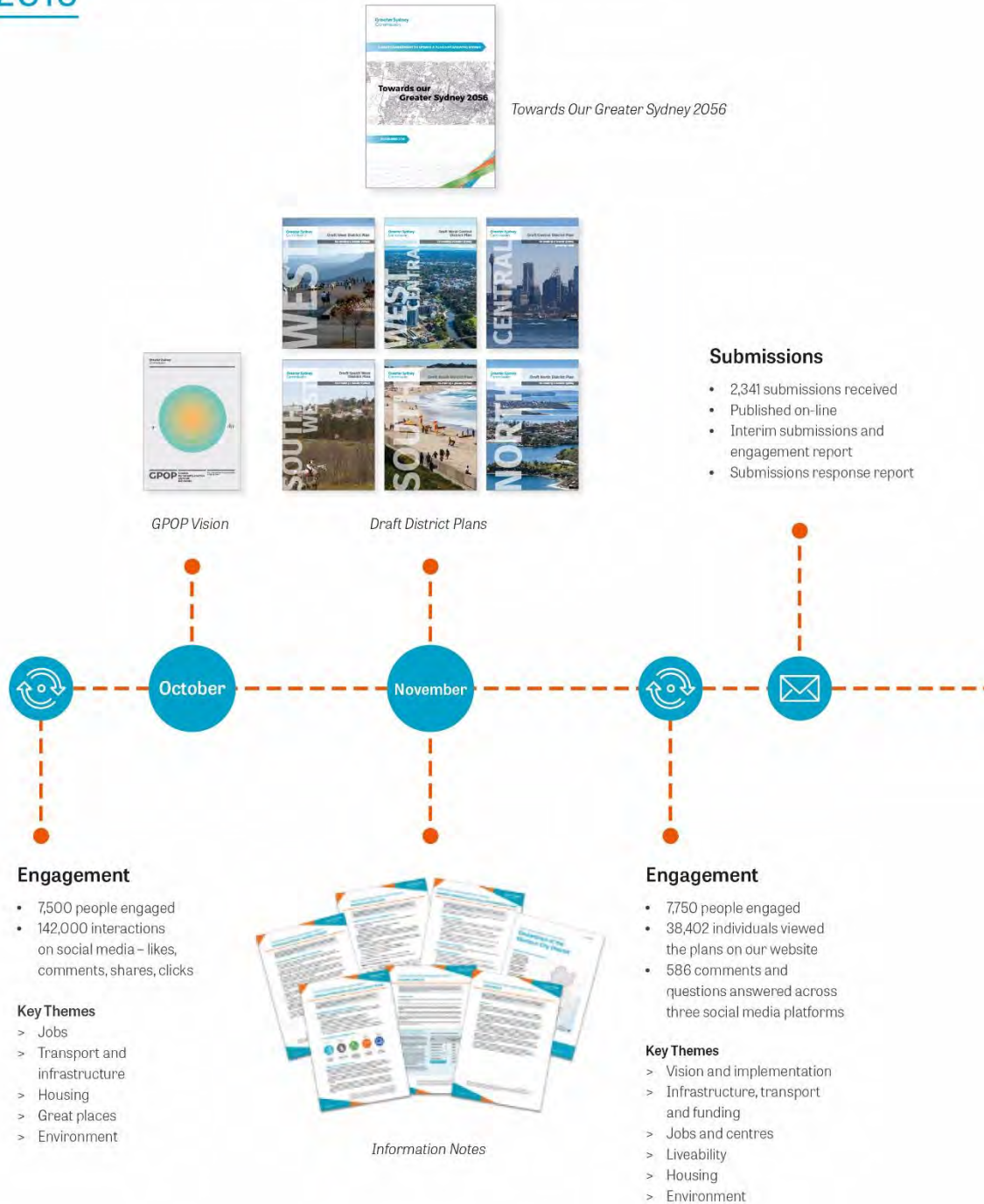
We directly engaged with **9,303 people**



Event Type	# of Occurrences	People Engaged
Qualitative Survey	1	2000
Speaking Engagements	31	4971
Council & Elected Officials Briefings	15	352
Live Onlines	6	638
Community & Stakeholder Workshops	28	987
Peak Panels	3	27
Industry Roundtables	2	28
Youth Focus Groups	10	300
<b>Total</b>	<b>96</b>	<b>9,303</b>

## Engagement on Greater Sydney strategic plan development

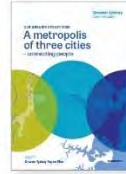
**2016**



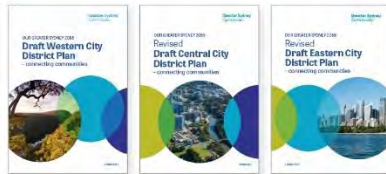


2017

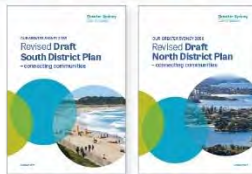
Draft Greater Sydney Region Plan:  
A Metropolis of Three Cities



Draft Future Transport  
Strategy 2056



Directions for a  
Greater Sydney



Draft District Plans

**Submissions**

- 993 submissions received
- Published on-line
- Submissions response report



Information Notes

**Engagement**

- 9,300 people engaged
- 6,500 engagements on social media – likes, comments, shares
- 35,200 unique web visitors
- 15,300 Region and District Plan downloads
- 379 hours of GSC video watched



## 1.4 Submissions process

The Commission received submissions through its online submissions portal, by email and post.

People making a submission through the online portal were asked to indicate their main area of interest under the themes of liveability, productivity, sustainability and implementation, infrastructure and collaboration, and to upload their comments on the plans.

Verbal and written feedback was also received through engagement activities and recorded.

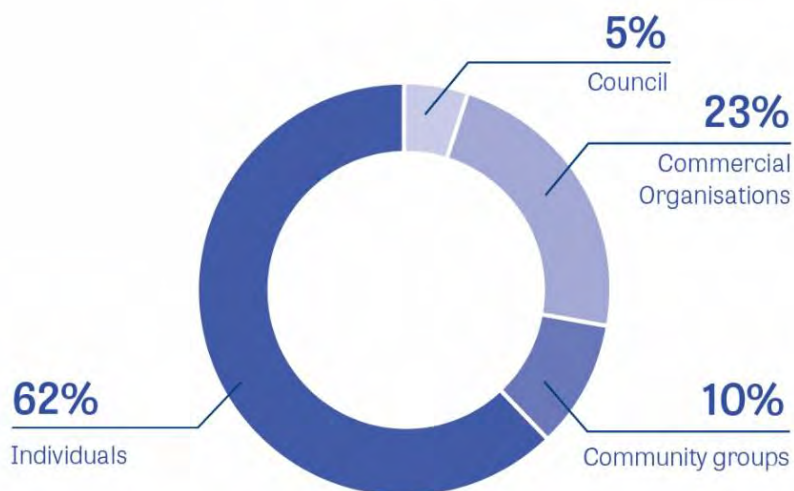
All submissions and engagement feedback were reviewed and assessed by the Commission's planning team and the final plans were revised as required. Where feedback related to transport issues, the submission was shared with Transport for NSW.

## 1.5 Submissions received

The Commission received 585 submissions on the revised draft District Plans. The majority of these were made via the Commission's online submissions portal (around 80 per cent). Several submissions on the draft Greater Sydney Region Plan covered issues relevant to the revised draft District Plans. The Commission reviewed and considered these submissions as part of this District Plan submissions review process.

The breakdown of submissions made online by community groups and individuals, councils and commercial organisations, covering all five revised draft District Plans, is shown in the diagram below.

### Sources of submissions on the revised draft District Plans



The submissions received added to the valuable feedback from over 2,300 submissions received for the Commission's draft District Plans, released in November 2016.

## 2 What we heard – feedback and responses

Feedback gained from submissions and engagement activities covered a range of liveability, productivity, sustainability, and infrastructure and collaboration issues.

The graphics on the following page highlight the main topics of interest of people who made a submission via the Commission's online submissions portal (around 80 per cent of all people who made a submission). The listed topics of interest were aligned with the Planning Priorities of the revised draft District Plans. Respondents could select as many topics of interest as they liked.

As shown in the graphics, infrastructure, housing supply targets and locations, and affordable housing issues were the most popular topics of interest.

Liveability issues were the most popular topics overall with many respondents also indicating an interest in the topics of services and social infrastructure and healthy communities.

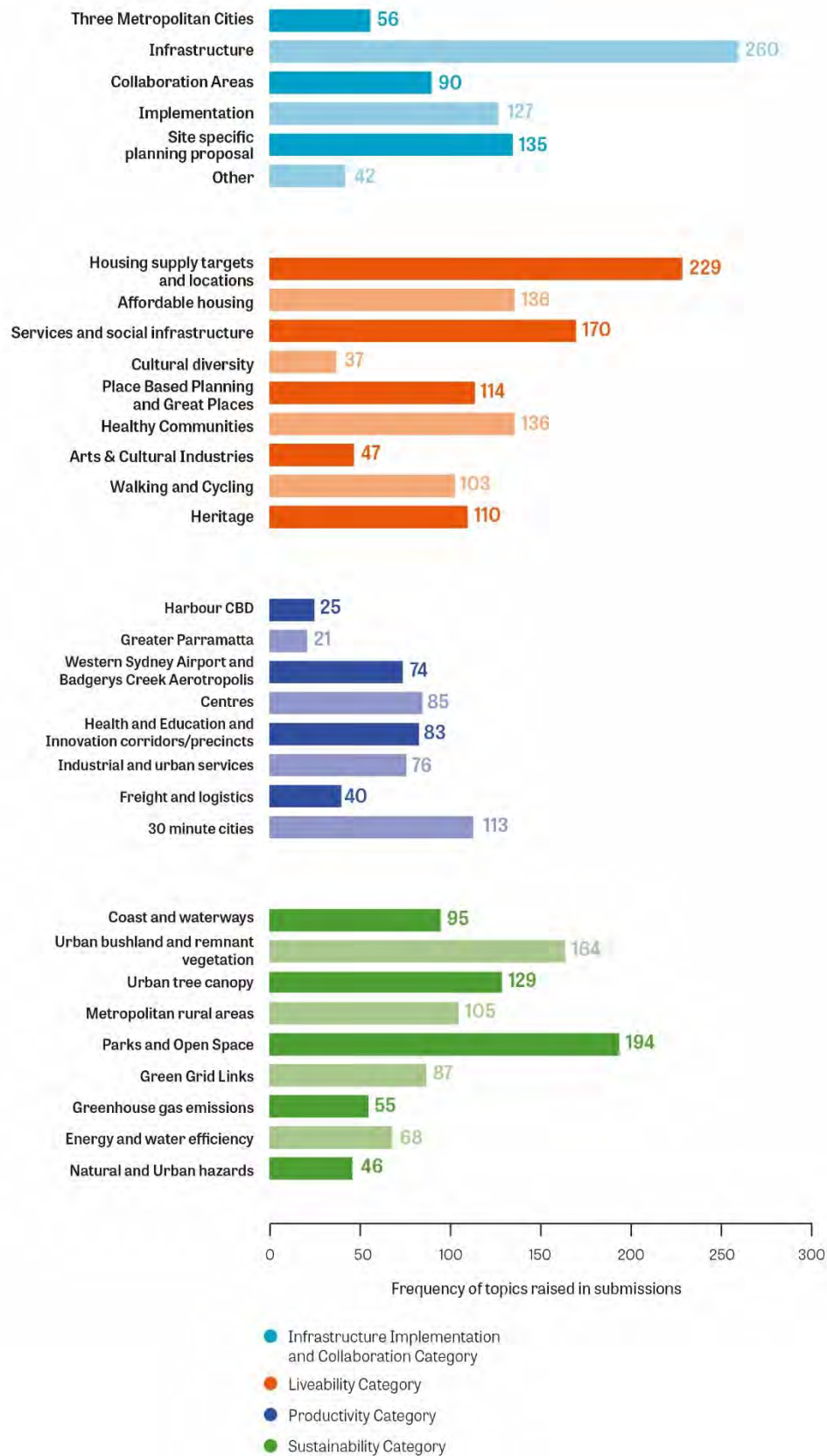
Parks and open space was the most popular topic under the sustainability theme and the 30 minute city aspiration was the most popular topic under the productivity theme.

The content of written submissions and the outcomes of engagement activities showed a consistent high interest in infrastructure issues and highlighted the need for adequate infrastructure to support projected growth. The need for improvements to transport infrastructure was frequently discussed along with concerns about the capacity of existing social services and infrastructure including schools, healthcare and open space.

Issues of housing supply and affordability were also frequently raised in submissions and engagement activities. There was concern about how the housing targets are distributed across districts and concern about how new housing and urban renewal projects could impact on the character and cultural heritage of neighbourhoods. Submissions and engagement feedback highlighted the need for housing targets to be supported by firm commitments to delivering supporting infrastructure.

The key issues raised in submissions and engagement activities and the Commission's responses are presented in the following, structured according to the 10 Directions for Greater Sydney.

## Submission topics for the revised draft District Plans



## 2.1 A city supported by infrastructure

### Direction

Providing adequate infrastructure to support population growth is essential to creating strong communities. One mechanism to better align growth with infrastructure is the growth infrastructure compact which would assess the nature, level and timing of infrastructure required for an area in light of its forecast housing and employment growth, including analysis of growth scenarios. This approach would demonstrate the correlation between growth and infrastructure, such as public transport, schools and open space, to allow for timely integration and more effective expenditure on infrastructure by location. The sequencing, optimising and adaptability of infrastructure are also considered as part of managing infrastructure delivery with growth.

### Submissions and engagement feedback

The tables below outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

A city supported by infrastructure				
Aligning infrastructure and growth				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

#### Feedback:

A consistent theme in feedback across the five districts, was the need for adequate infrastructure to support projected growth. This includes concern that our transport infrastructure, open space, health care facilities and schools, and essential services such as sewerage, stormwater and telecommunications, need significant improvement to meet both current demands and projected population increases.

This was a common theme in engagement activities and submissions from all stakeholder types including individuals, community groups, peak groups, industry and local councils.

#### Response:

The District Plans have been revised to emphasise the need to better align growth with infrastructure. The changes highlight that planning decisions need to support new infrastructure in each city, including cultural, education, health, community and water infrastructure, to fairly balance population growth with infrastructure investment. The importance of identifying place-based infrastructure priorities is also recognised.

Infrastructure funding				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

#### Feedback:

Many submissions, particularly those from local councils, raised issues with how required new infrastructure would be funded. Submissions called for a review and improvement of existing infrastructure funding mechanisms, such as developer contributions systems, which do not adequately fund the infrastructure that is needed.

Some industry groups raised concern about the complexity and cumulative impact of different infrastructure contributions.

*Response:*

The funding of infrastructure is a whole of government policy issue, which is more a consideration of the Greater Sydney Region Plan rather than individual District Plans. The Greater Sydney Region Plan outlines the approaches to infrastructure funding and additional information has been provided to emphasise that infrastructure funding mechanisms only contribute a small part of the total cost of infrastructure.

Certainty of infrastructure delivery				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

*Feedback:*

Feedback from community engagement and submissions expressed scepticism that infrastructure would be delivered when needed. There were calls for more certainty and commitment, including timeframes and metrics, for the delivery of new infrastructure projects.

Submissions sought greater detail on the timing, location and funding of new rail and road infrastructure.

Some submissions from councils and individuals suggested systems must be put in place to ensure required infrastructure and services are delivered simultaneously with new housing.

In seeking more certainty on infrastructure delivery, there was broad support in submissions for the Growth Infrastructure Compact approach. Some councils suggested it should be rolled out in each of the five Districts and across all Collaboration Areas, and others requested more detail about how the approach would be implemented.

*Response:*

The District Plans have been revised to emphasise the opportunity presented by the Growth Infrastructure Compact approach to align infrastructure with growth. This approach is being piloted in Greater Parramatta and the Olympic Peninsula (GPOP) and the Western Sydney City Deal also identifies the pilot program will be extended to the Western Parkland City. The compact would identify possible scenarios for land use and infrastructure to assess optimal land use, infrastructure investment and community outcomes. The outcomes of the pilot will identify how the growth infrastructure compact could provide an important benchmark for understanding the relative costs and benefits of new development. Over time, the Growth Infrastructure Compact could also provide greater context for coordination with infrastructure delivered by local governments.

## 2.2 A collaborative city

### Direction

Managing the competing needs of a city requires all levels of government, industry and the community to work together. This is particularly important as development pressures grow. Collaboration between government, industry and local communities will result in the best use of resources such as public spaces, school ovals and community facilities. Communities will be involved in planning for their local infrastructure and services.

### Submissions and engagement feedback

The tables following outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission’s response.

A collaborative city				
Collaboration and stakeholder engagement				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓	✓	✓

**Feedback:**

Submissions from community groups, industry, councils and peak bodies supported a collaborative and multi-stakeholder approach to planning.

Some submissions called for more community involvement and input (such as community expert groups) into decisions that affect local areas.

Some councils called for improved clarity, clear deliverables and timeframes on the Collaboration Area processes. Some submissions suggested additional locations to be identified as Collaboration Areas.

**Response:**

The District Plans have been revised to clarify the Collaboration Area place-based process led by the Commission, and other collaboration roles where the Commission provides expert advice on significant regional and district collaborations led by other government agencies.

## 2.3 A city for people

### Direction

A growing Greater Sydney presents an opportunity to build social and cultural networks and to enhance individual and community health outcomes. Strategic planning will capitalise on local identity, heritage and cultural values, together with easier access to services to foster a more active, resilient and connected society. The changing demographics of neighbourhoods across Greater Sydney will influence local demand for social infrastructure.

### Submissions and engagement feedback

The tables below outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

A city for people				
Services and social infrastructure				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

**Feedback:**

Community feedback emphasised the importance of delivering infrastructure, particularly transport and social infrastructure, alongside growth so that increases in density also enhance liveability.

This sentiment was also reflected in submissions which highlighted the need for improvements and upgrades to health, education and transport facilities and services. Submissions sought a commitment that this infrastructure would be provided alongside expected growth.



Some submissions also raised the importance of ensuring accessibility in designing great places, particularly with the ageing demographic of Greater Sydney.

Submissions also raised concerns with existing social inequities from concentrating disadvantaged people in estates with limited access to transport and social services.

*Response:*

The plans include Greater emphasis on the opportunities created by joint and shared use to improve access to social infrastructure. There is also greater emphasis on the importance of universal design and the principles of Crime Prevention through Environmental Design to emphasise accessibility, inclusion and safety when designing and building neighbourhoods.

Walking and cycling				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓	✓	✓

*Feedback:*

Submissions and feedback from engagement activities supported initiatives to foster healthy communities, including the provision of safe, accessible and interconnected walking and cycling infrastructure.

Submissions called for safe and accessible active transport infrastructure that is integrated with efficient and reliable mass transit.

Some submissions called for quantifiable targets for providing new health facilities and open space, to match the housing targets in the plans. It was suggested that the plans could include metrics or a checklist for assessing the health values of new developments.

*Response:*

The District Plans have been revised to more clearly identify the need to create and renew walkable places by designing, building and managing them to encourage people of all ages and abilities to walk or cycle for leisure, transport or exercise. The Plans place greater emphasis on the need for direct, safe and inclusive walking and cycling connections for people of all ages and abilities. Improving walkability should guide decision-making on locations for new jobs and housing and prioritisation of transport, health, schools and social infrastructure investments.

More specific narrative about the benefits of substituting walking and cycling for short car trips has been included together with the need for integration of walkable places with co-located services and facilities in centres at the heart of neighbourhoods.

Arts and culture				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓		

*Feedback:*

The importance of providing infrastructure to support cultural diversity and foster culturally rich communities was highlighted in submissions.

Submissions on the Eastern City District raised concerns with the rezoning of precincts and the impacts on cultural activities and the night time economy. There were calls for coordinated and streamlined policy and regulatory reform to support night time economies such as live music venues.

Other submissions suggested that developers should be required to provide cultural spaces in new developments. There were also calls to introduce mechanisms to fund public art and place making programs.

*Response:*

The benefits of creative and cultural expression in supporting innovation and creative industries has been strengthened.

## 2.4 Housing the city

### Direction

Sustained population growth over the coming decades will require a minimum of 36,250 new homes every year. Combined with changing demographics and housing affordability challenges, greater housing choice will be needed. This relates to a range of housing types, tenures and price points together with rental accommodation for lower income households and social housing for the most vulnerable. The provision of more housing will occur concurrently with the creation of liveable neighbourhoods close to employment opportunities, public transport, walking and cycling options for diverse, inclusive multi-generational and cohesive communities.

### Submissions and engagement feedback

The tables below outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

Housing the city				
Housing targets				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

**Feedback:**

Many submissions commented on the district housing targets set out in the revised draft District Plans. Some expressed concern about how the housing targets are distributed across districts and the broader Greater Sydney region. There were also comments that increasing housing supply does not address the housing affordability issue.

Submissions also highlighted the need for housing targets to be supported by firm commitments to delivering supporting infrastructure, including schools, transport, open space, health and community facilities. This was also a key concern raised by the public through the Commission's engagement activities.

In the South District, some submissions raised issues with the proposed development along the Sydenham to Bankstown Urban Renewal Corridor including concerns about a lack of supporting infrastructure to support proposed increased housing density and residents. This issue is further discussed under 'Local housing and infrastructure issues' below.

*Response:*

The District Plans have been revised to emphasise how great places in liveable communities and co-located facilities at the heart of neighbourhoods are required to support housing and population growth. There was no increase in the housing supply targets released in October 2016.

Affordable rental housing				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

*Feedback:*

There was strong support for affordable rental housing targets with some submissions calling for higher targets, particularly in urban renewal areas and on government land. Some submissions called for affordable rental housing for moderate income and key workers, not just low-income households.

Some industry groups suggested an incentive-based approach to encourage innovative affordable rental housing solutions. They also called for more clarity and guidance on inclusionary zoning.

*Response:*

Commission research has reaffirmed the 5% to 10% affordable rental housing target is generally viable in most locations.

However, the correct percentage is subject to having strategies prepared by local councils and where required verified by the State Government as practicable.

Prior to the inclusion of affordable rental housing targets in the relevant state policy the Greater Sydney Commission, in partnership with State agencies, will develop detailed arrangements for delivering and managing housing that is created by the targets. This additional work will consider eligibility criteria, allocation, ownership, management and delivery models.

## 2.5 Local housing and infrastructure issues

The Commission received several proforma submissions concerning urban renewal proposals in both the Eastern City and South Districts. These local issues are further discussed below.

### Bardwell Park (South District)

*Feedback:*

The Commission received proforma submissions about urban renewal in Bardwell Park.

These submissions raised concern about potential loss of neighbourhood character and local heritage, and concern about the potential negative impacts on wildlife, tree canopy, waterways and open space, from potential increased development.

There were concerns about the constraints on existing infrastructure, such as schools, hospitals and open space, and the inability of this infrastructure to cope with population growth. The need for increased and ongoing consultation with the local community before detailed planning for the area is completed was raised.

*Response:*

The NSW Department of Planning and Environment has identified Bardwell Park as a Planned Precinct and it is located within the South District. The Department is working with Bayside and Canterbury-Bankstown Councils and is “commissioning specialist studies, including a comprehensive traffic and transport study to model solutions for existing and future transport needs. Separate studies will address infrastructure, biodiversity and environmental issues, flooding, market feasibility, affordable housing,

*heritage values, and broader considerations to ensure future growth does not negatively impact the existing character of the community.*

*Residents' concerns about retaining local character will always be considered in these studies. The Department will also establish a working group of state agencies and local councils to guide the planning process and review the specialist studies. Those conducting the studies will consult with the community during the study process.*

*From these studies, the Department will develop a draft plan which will be placed on public exhibition for a minimum period of six weeks in late 2018. During this stage, the community and stakeholders will be encouraged to provide feedback and submissions."*

## **Sydenham to Bankstown Urban Renewal Corridor (Eastern City District and South District)**

### *Feedback:*

The Commission received submissions from individuals, councils and local community groups about proposed development and infrastructure delivery along the Sydenham to Bankstown Urban Renewal Corridor.

The submissions raised concerns about the potential impacts of increased development density on existing low- density residential areas, heritage values, biodiversity and neighbourhood character.

Some submissions suggested ways to optimise the existing heavy rail between Sydenham to Bankstown, instead of introducing a new metro service.

The submissions called for more detail on the delivery of new infrastructure to support projected growth, including hospitals, schools, recreational facilities and open space.

The submissions also highlighted the importance of engagement and collaboration with local councils and communities, in planning the urban renewal corridor.

### *Response:*

In line with the work of the Department of Planning and Environment, the South District Plan identifies the Sydenham to Bankstown Urban Renewal Corridor with Planned Precincts announced for Belmore and Lakemba, and Campsie and Canterbury, in the context of meeting future housing needs.

The Department of Planning and Environment's website states that *"(P)lanning for these areas is coordinated by state and local governments which helps ensure infrastructure such as schools, parks, community facilities, public transport and road upgrades are delivered to support community needs.*

*Master planning for these precincts will start shortly and will:*

- *build on the precinct plans developed as part of the Sydenham to Bankstown Urban Renewal Corridor Strategy*
- *involve more detailed studies and community consultation*
- *result in rezoning of the precincts."*

## **2.6 A city of great places**

### **Direction**

As Greater Sydney grows and changes, its places will offer more than just new homes and jobs. They will enhance wellbeing and a sense of community identity by delivering safe, inclusive and walkable mixed-use areas that exhibit urban design excellence and are connected to social

infrastructure and open spaces. These places will respect heritage and foster interaction and healthy lifestyles by encouraging exercise, creativity, enterprise and innovation.

## Submissions and engagement feedback

The tables following outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

A city of great places				
Local centres				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

### Feedback:

Many submissions, particularly from local council and developers, discussed the functions and roles of local centres.

Some submissions called for the term 'local centres' to be more clearly defined and others requested additional locations be formally identified as local centres.

Some submissions from industry recommended that housing and mixed-use development should be encouraged in local centres, to complement the vibrancy and vitality of these areas.

### Response:

The District Plans have clarified the principles for place-based planning of centres including local centres. The Plans now emphasise that it is the role of councils to consider which local centres will be appropriate to accommodate additional housing, commercial activity and community and social infrastructure.

Character of neighbourhoods				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓	✓	✓

### Feedback:

Submissions and engagement feedback requested ongoing and better protection for the character and distinctiveness of neighbourhoods.

Submissions on the Eastern City and South District Plans raised concerns that urban renewal projects would have a negative impact on the character and heritage of existing suburbs.

Submissions on the Western City District Plan highlighted the importance of protecting the cultural, natural and Aboriginal heritage values of areas throughout the Hawkesbury and Blue Mountains, and in locations including Mulgoa Valley and Camden.

### Response:

The District Plans recognise the distinctiveness and local identity of neighbourhood centres and cities across the Region. The local character of places and people have been acknowledged as essential ingredients in great places.

The heritage provision has been strengthened to address the ongoing need for identification and conservation and interpretation of heritage.

Built environments				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓	✓	

**Feedback:**

Submissions and engagement feedback raised issues with the quality of building design. Some submissions said that place-based planning should deliver design excellence and some expressed concern over the limitations of existing planning controls in achieving this.

**Response:**

Design excellence with a focus on open spaces and the public realm has been acknowledged as an essential part of creating and renewing Great Places.

Implementation of the District Plans and associated revision of local planning controls will provide opportunities for place-based planning.

## 2.7 A well connected city

### Direction

By 2036, the number of journeys across Greater Sydney is projected to increase to 15 million trips a day (up 36 per cent from 2016). To address this increase, Future Transport 2056 includes plans for quick, efficient and more localised connections to jobs, schools and services. A key outcome is for more people to have 30-minute public transport access to one of the three metropolitan centres/cluster and to services in their nearest strategic centre seven days a week. This requires the integration of land use, transport and infrastructure planning. Co-locating jobs and services, improving transport efficiency and creating more efficient freight networks will also improve productivity. Enhancing transport connections to adjacent cities and regional NSW will strengthen economic links and provide more opportunities for long-term growth management.

### Submissions and engagement feedback

The tables below outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

A well connected city				
Support for the 30-minute city aspiration				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

**Feedback:**

Many submissions supported the 30-minute city aspiration but called for greater detail about how this aspiration will be achieved. Engagement activities also highlighted the need to clarify the definition of a 30-minute city.



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**Response:**

The District Plans have been revised to reinforce and clarify the concept of the 30-minute city, including additional text explaining the vision to integrate transport and land use planning. Each District Plan should also be read alongside *A Metropolis of Three Cities* and *Future Transport 2056*.

Transport infrastructure improvements				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

**Feedback:**

The need for improved transport infrastructure was one of the most frequently raised issues in submissions on the revised draft District Plans. It was also a very strong theme in public feedback during engagement activities.

Submissions from councils requested greater clarity around individual transport projects and more services for existing transport infrastructure. Submissions supported mass transit over private vehicle travel and called for greater investment in public transport infrastructure. There was an emphasis on the importance of preserving corridors for key infrastructure projects to provide economic certainty and improve feasibility.

In the Western City District, submissions highlighted the importance of delivering a north-south rail connection through the district but identify the need for further investigation of the corridor. Some submissions also sought commitment to the location of the Outer Sydney Orbital and Western Sydney Freight Line.

In the Central City District there were calls for a stronger and more connected Parramatta, including the need for major public transport connections to Western Sydney Airport and faster connections to the Harbour CBD. Councils and industry groups repeated the need for more jobs growth in the District, including in the Norwest Business Park and other centres, to support population increases and help create the 30-minute city.

Submissions on the Eastern City District identified the need to improve connections from the south and central areas of the district and to address the role of bus and rail interchanges. Council submissions highlighted the importance of Strathfield as a major transport hub, and the potential for Bondi Junction interchange as a hub for active transport and tourist access. Submissions also highlighted the challenges of providing transport infrastructure in more isolated, peninsula areas.

In the North District, submissions highlighted the need to move beyond improvements to bus services and traditional road transport, to accommodate growth and achieve the 30-minute city aspiration. There were calls for a mass transit link between Epping and Parramatta and an east-west public transport corridor between Dee Why/Brookvale and Chatswood. Public transport connections between Mona Vale and Macquarie Park were identified as critical to the district and the proposed Beaches Link and Western Harbour Tunnel was generally not supported.

Submissions for the South District supported better transport connections to other districts and prioritising the Kogarah to Parramatta mass transit connection.

**Response:**

The District Plans were developed through close collaboration with Transport for NSW and other relevant government agencies, and submissions were reviewed to ensure the delivery of integrated land use and transport planning. Transport for NSW has developed *Future Transport 2056* which identifies committed and potential transport initiatives that support the 30-minute city. *Future Transport 2056* includes actions for better use of the existing network and identifies potential transport interchanges and locations to deliver 'Transit Oriented Development.' This will support a high level of accessibility in all centres.

Submissions on the draft District Plans that contained requests for specific transport projects and additional services were provided to Transport for NSW for its consideration.

Additional information has been included in the District Plans to explain the transport vision to support land use planning; a 30-minute city; the vision for more walking and cycling trips; and the vision for a high-capacity freight network. The Plan also includes guidance on enhancing walkability in and around centres.

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The recently announced Western Sydney City Deal identifies a commitment to the first stage of a North South Rail Link (St Marys to the Western Sydney Airport and Badgerys Creek Aerotropolis).

Walking and cycling infrastructure				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

**Feedback:**

There were also calls for improvements to walking and cycling infrastructure and better integration of pathways and cycleways with public transport systems. This was a strong theme in both submissions and feedback from engagement activities.

Some submissions suggested more specific actions and indicators are needed in the plans to demonstrate how walking and cycling infrastructure will be delivered.

There was also an emphasis in feedback and submissions on providing walking and cycling infrastructure that is both safe and accessible.

**Response:**

Extra information has been included in each District Plan clarifying the vision for more walking and cycling trips, including guidance on enhancing walkability in and around centres.

Freight and logistics opportunities				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓		✓

**Feedback:**

Submissions supported the investigation of new freight routes but noted the impacts of increased freight volumes and hours of operation on surrounding residents.

Submissions also highlighted the importance of coordinating freight with transport corridors around industrial lands.

In the Western City District there was support for the District to become a nationally significant freight and logistics hub but called for greater commitment and detail on projects such as the Western Sydney Freight Line.

**Response:**

The vision for the freight network has been enhanced, with additional information in the Plans about coordinating freight with transport corridors around industrial lands, specifically in the Western City District Plan. Transport for NSW have also developed the NSW Freight and Ports Plan, which will support the Future Transport 2056 Strategy and will provide direction to business and industry for managing and investing in freight into the future.

## 2.8 Jobs and skills for the city

### Direction

Enhancing Greater Sydney's productivity, export sectors and global competitiveness will be critical to increasing the region's economic activity to \$655 billion by 2036. This will require greater choice for where development can occur to enable the required employment growth of 817,000 jobs. Strategic planning will guide the locations of business growth and investment and provide better freight connections, economic agglomerations and skills development. Building on health and education

strengths and growing the advanced manufacturing sector will be central to delivering an innovative and internationally competitive economy.

## Submissions and engagement feedback

The tables below outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

Jobs and skills for the city				
Jobs targets and strategic centres				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

### Feedback:

There was strong support for the three cities vision and the approach on centres, with some submissions seeking clarity on the urban form and development of the Metropolitan Cluster, the centres hierarchy and the interaction of centres with economic corridors and precincts.

Submissions from councils discussed the roles and functions of specific centres and called for clear strategies and actions to deliver job targets and manage conflict between residential and employment development.

Submissions on the Western City District raised concern about the reliance on the Western Sydney Airport as an economic catalyst for the Western Parkland City. Submissions highlighted the need for the plans need to include more short-medium term economic strategies for the area and greater commitment to providing the transport infrastructure needed to generate and support jobs growth. Some submissions highlighted a need for more government jobs, as well as private health and education jobs to be provided in the Western Parkland City.

There were some submissions from industry calling for a clear strategic framework for retail planning, aligned with a strong centres policy.

### Response:

Clarification of the hierarchy of centres has been addressed in the Greater Sydney Region Plan. The District Plans also include updates to the principles for Greater Sydney's centres. Each plan explains the need for land use and infrastructure planning to inform decisions for the location of new centres and the expansion of existing centres.

Additional information has been added to address the management of industrial land, including principles for managing the conflict between residential and employment development.

Text has been added to the Plans stating that the Department of Planning & Environment will prepare a state-wide retail planning policy.

Retaining industrial lands				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

### Feedback:

The Commission received many submissions supporting the protection of industrial and urban services lands. This support was particularly strong in submissions from local councils, who called for the consistent application of this position across government.

For the Eastern City District Plan, there was a suggestion that the Plan should discuss the importance of protecting industrial lands around Sydney Airport for the current and future operation of the airport. The

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importance of industrial and urban services land in the Inner West was also highlighted, for nurturing and growing Sydney's creative and cultural industries. Some submissions from business and industry groups in the Eastern City District were less supportive of the industrial lands policy.

In the Western City District, a council submission highlighted the challenges of funding services and transport infrastructure for rezoned industrial land in Maldon. There were also submissions concerned about the lack of availability and capacity of waste processing infrastructure in the Western City District and the financial and environmental costs that could result.

Some submissions flagged issues with permitting office development in industrial zones raising concerns it may divert commercial and professional activity away from centres.

Many submissions discussed the zoning of specific sites and planning proposals, and some submissions requested greater clarity around retail activity in industrial areas.

Some submissions called for "buffer zones" of green space or mixed use between industrial and residential areas to minimise potential impacts.

Some council submissions raised concern with existing planning processes which have allowed industrial lands to be converted to residential, despite council and community objection.

Some submissions from peak bodies and industry groups sought greater clarity about the definition of industrial and urban services land, and the implications of this policy for employment generating lands and business zones. These submissions also suggested adopting a more flexible approach to managing industrial and urban services lands to enable innovative regeneration of industrial areas.

*Response:*

The section on managing industrial and urban services land has been revised in each District Plan. A clearer definition of industrial and urban services land has been added, as well as examples of permitted uses.

This section now outlines the key principles for managing industrial and urban services land applicable to each District, including: retain and manage, review and manage, and plan and manage. Explanations of each approach have been tailored to each District.

An updated description of the management principles, together with a regional map depicting the approaches to planning for industrial and urban services land in existing and planned urban areas has been added to the Regional Plan.

The District Plans note that any review of industrial land done by the Commission will be conducted collaboratively with state agencies and councils, and include input from other stakeholders.

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## 2.9 A city in its landscape

### Direction

Greater Sydney has evolved within outstanding natural and scenic landscapes. As it grows, strategic planning will manage the effects of urban development to protect, restore and enhance these landscapes, waterways, coastline, natural areas, tree canopy and open spaces. Delivering on these outcomes will require careful management of the environmental, social and economic values of the Metropolitan Rural Area and the Protected Natural Area. A healthy natural environment will be important to improve liveability, create healthy places, and mitigate the effects of climate change. New approaches to water management and urban design will be part of the response to climate change and will help to cool the region, particularly the Western Parkland City.

### Submissions and engagement feedback

The tables following outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

## A city in its landscape

### Delivering high quality open space

Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

#### Feedback:

There was strong support for delivering high quality open space across all five districts. This sentiment was expressed both in submissions and through engagement activities.

There were calls for green space to be more evenly distributed throughout Greater Sydney and for stronger metrics, including targets, for delivering the right quantity and quality of open space to match housing growth. Some submissions asked for greater clarity on the definition of high quality open space and more detail on how new open space would be delivered across Greater Sydney.

Submissions from councils highlighted the financial barriers and limited opportunities to provide additional open space. Some councils also called for greater guidance from the Commission to help facilitate shared sports and recreational spaces, and make school facilities and playing fields accessible for public use.

Some submissions on the Western City District suggested increased public access to protected drinking water catchments to help deliver new open space. It was also suggested that private and crown lands should be considered for use as open space and/or sportsgrounds. There was a desire for the District Plan to better recognise the contribution of peri-urban areas to green space across the parkland city.

Submissions on the South District Plan highlighted the need for more open space across the District, particularly to match housing growth. There were calls for existing green space to be protected from development and for new open space to be delivered as part of new developments.

Some submissions on the Eastern City District identified the limited opportunities for delivering new open space across the District. The potential to use sections of golf courses as high quality, shared open space was also highlighted.

There was a view that the use of sportsgrounds needs to be better configured to meet current and future needs.

#### Response:

The District Plans have been revised to emphasise how planning for urban renewal will need to begin with a plan to deliver new, improved and accessible open space, including space for active sport and recreation.

Benchmarks for access to open space have been clarified, with the District Plans noting that high density development (with over 60 dwellings per hectare) should be located within 200 metres of quality open space.

### Protecting and enhancing bushland and biodiversity

Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

#### Feedback:

Feedback from community engagement and submissions overwhelmingly supported protecting and enhancing bushland and biodiversity.

The biodiversity values of national parks were supported, however submissions from councils and the community also stressed the important ecological role of bushland in urban areas.

Submissions from councils noted that bushland at the fringes of urban areas needed better protection from the impacts of nearby urban development, such as weeds, litter and nutrients in stormwater runoff. Submissions from

community groups and individuals raised concerns about loss of biodiversity from increased density and urban renewal projects. It was noted that urban sprawl would lead to environmental erosion along the urban fringe.

The challenges of balancing recreational needs and biodiversity values were also raised in submissions. This was particularly an issue in the North District where councils noted an increased demand for nature-based recreation.

In the South District there were concerns about the impacts on biodiversity and open space from development along the Sydenham to Bankstown Urban Renewal Corridor.

Submissions from councils in the Eastern City District supported increasing the quality of habitat and the diversity of vegetation structures including ground cover. The opportunity to create connected biodiversity corridors within urban areas was also highlighted.

*Response:*

The District Plans have been revised to include greater direction on managing edge effects in bushland at the fringes of urban areas. The District Plans also recognise the opportunities councils have identified to better restore and reconnect areas of local habitat.

The Western City, Central City, North and South District Plans also highlight the opportunities to use place-based planning to create protected biodiversity corridors in rural areas.

Management of waterways				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓	✓	

*Feedback:*

Submissions highlighted the need for a more coordinated approach to managing waterways across council boundaries and between government agencies.

Some submissions called for a review of criteria for water quality monitoring and questioned how water quality and waterway health will be measured. Stormwater runoff and sewerage overflows were also highlighted as significant issues affecting water quality across Greater Sydney.

*Response:*

The District Plans now include a reference to the existing NSW Water Quality and Waterway Health Objectives. The Plans also recognise the threat posed by stormwater runoff, which can be addressed through risk-based approaches to managing the cumulative impact of development on catchments.

Metropolitan Rural Area				
Western City District	Central City District	Eastern City District	North District	South District
✓			✓	✓

*Feedback:*

There were calls for greater clarity around the protections of the Metropolitan Rural Area (MRA), policies on rural residential development, the growth of rural villages and the implementation of other State policies in the strategic planning process.

Feedback supported the protection of rural landscapes from urban development, including seniors housing developments, and highlighted challenges with existing planning proposals to rezone land within Metropolitan Rural Areas.

There was support for agri-business in rural areas and mechanisms to encourage the viability of agricultural production. Some submissions requested revisions to the boundaries of identified Metropolitan Rural Areas, most commonly to allow further urban expansion.



*Response:*

The position on the MRA remains consistent with the draft District Plans and A Plan for Growing Sydney (the former metropolitan plan). The MRA continues to be protected for its environmental, social and economic values. In response to submissions it has been clarified that rural residential is not considered to be economic value in itself and should be considered only where it can protect and enhance other rural values, such as connecting biodiversity corridors, the protection of scenic landscapes or strengthening buffers around productive agricultural industries.

The policy on the growth of rural towns and villages has also been clarified, noting that growth should be to serve local demand and to enhance the character or sustainability of the rural town or village.

The boundary of the Metropolitan Urban Area has not been changed from that in the draft District Plans.

Urban tree canopy and Greater Sydney Green Grid connections				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

*Feedback:*

Submissions and feedback from engagement activities strongly supported increasing the urban tree canopy and delivering Greater Sydney Green Grid connections.

Some submissions called for greater urban tree canopy cover along major transport corridors and highlighted the importance of protecting tree canopies on private, as well as public lands.

Feedback from engagement activities and some submissions highlighted the detrimental effects of utilities and tree pruning regimes on tree cover.

Some councils were concerned with how the delivery and maintenance of the urban tree canopy would be funded.

Several submissions, particularly from councils, suggested possible additions or changes to specific Greater Sydney Green Grid corridors.

*Response:*

The District Plans have been revised to recognise the challenges in extending the urban tree canopy within existing street corridors and advocate for taking opportunities to place power lines underground.

The Greater Sydney Green Grid will be progressively refined as it is delivered. The Plans allow for the progressive expansion of priorities over time.

## 2.10 An efficient city

### Direction

As Greater Sydney grows, innovative management of water, energy, resources and waste will be required in strategic land use, transport and infrastructure planning to reduce costs, carbon emissions and environmental impacts.

### Submissions and engagement feedback

The tables following outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

## An efficient city

### Carbon emissions

Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	

#### Feedback:

Community engagement showed support for an efficient city and for measures that would make it more convenient and cost effective for households to reduce their carbon emissions.

Submissions indicated that improved public transport infrastructure would reduce car reliance and, in turn, supported net-zero emissions by 2050.

Submissions from some councils called for a binding net-zero emissions target and improved metrics for measuring change towards net-zero emissions. There were also calls for a renewable energy target to be set.

Various submissions suggested locations as low-carbon precincts.

#### Response:

Additional references to car sharing and car-pooling have been added to expand options for reducing transport-based carbon emissions.

### Sustainable building design

Western City District	Central City District	Eastern City District	North District	South District
✓		✓	✓	✓

#### Feedback:

Submissions showed support for increased governance to reduce carbon emissions and for higher mandatory building standards to help meet emission reduction targets.

There was discussion around the opportunities to expand and enhance existing National Australian Built Environment Rating System (NABERS) and Building Sustainability Index (BASIX) schemes.

Some submissions from councils sought greater abilities to set and enforce building sustainability and efficiency standards during the development assessment process.

Submissions called for the inclusion of water recycling in urban renewal areas, and better planning and coordination of water and sewer infrastructure in release areas.

#### Response:

The District Plans advocate for a focus on precinct-based initiatives to reduce carbon and improve energy and water efficiency.

### Waste and water management

Western City District	Central City District	Eastern City District	North District	South District
✓		✓	✓	✓

#### Feedback:

Feedback from submissions and engagement activities supported actions to reduce, re-use and recycle waste. There were calls for greater recognition of waste as a resource and a suggestion that the Plans should support targets set in the NSW Waste and Resource Recovery Strategy 2014–21.

Submissions on the Western City and Eastern City District Plans sought greater commitments to identifying land for waste management, reprocessing, reuse and recycling.

There was also a call for a more coordinated, region-wide approach to waste management. Feedback supported the inclusion of a mandatory, best practice waste management approach in both the Region and District Plans.

*Response:*

The District Plans’ direction on planning and managing industrial and urban services land will help maintain a supply of land for waste management, reuse and recycling opportunities close to local communities.

Approaches to energy from waste have also been clarified.

## 2.11 A resilient city

### Direction

Resilient cities are those where individuals, communities, institutions, businesses, and systems have the capacity to survive, adapt, and grow – notwithstanding chronic stresses and acute shocks. This means building capacity in social and ecological systems to adapt and respond to both known and unforeseen impacts, including changes in technology and climate. Optimising the use of new city-shaping technologies can support resilience to improve quality of life and productivity.

### Submissions and engagement feedback

The tables below outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission’s response.

A resilient city				
Flood risks and mitigation				
Western City District	Central City District	Eastern City District	North District	South District
✓		✓		✓

*Feedback:*

A submission on the Western City District Plan called for a district-wide approach to flooding issues in the Hawkesbury. There was also a request for more information on flooding issues in the Penrith Lakes area.

A submission on the Eastern City District Plan asked for greater consideration of flooding issues and tidal surges along the Cooks River.

For the South District Plan, there was a call for greater consideration of flooding issues in Earlwood, Bardwell Park and Turrella.

*Response:*

The District Plans already note that councils manage flooding in line with the NSW Government’s Floodplain Development Manual 2005.

Given the regional scale and potential severity of floods in the Hawkesbury-Nepean Valley including the Penrith Lakes area, new planning principles for addressing flood risk have been included in the Western City and Central

City District Plans, with a focus on complementing the policy in the Resilient Valley, Resilient Communities: Hawkesbury-Nepean Valley Flood Risk Management Strategy.

#### Sea-level rise and coastal issues

Western City District	Central City District	Eastern City District	North District	South District
			✓	✓

**Feedback:**

Submissions on the North and South District Plans called for greater direction on sea-level rise policies and more actions to address coastal erosion hazards.

**Response:**

A reference to the draft Coastal Management Manual has been included to highlight approaches to addressing sea-level rise and the resilience of coastal assets. A link to the CoastAdapt tools has been provided to support councils' consideration of coastal issues and climate change adaptation.

#### Bushfire risks

Western City District	Central City District	Eastern City District	North District	South District
			✓	

**Feedback:**

Some submissions on the North District Plan said the Plan needed to further address bushfire risk and bushfire evacuation modelling.

**Response:**

The District Plans already note that councils manage bushfire risk in line with *Planning for Bushfire Protection 2006*. Councils may choose to consider their own bushfire evacuation modelling as part of their local growth management and resilience planning.

## 2.12 Implementation

The District Plans are the first step in implementing *A Metropolis of Three Cities* and inform the preparation and assessment of LEPs and planning proposals.

Successful implementation of the District Plans will require:

- collaboration across government and with local government and the private sector where each have clear roles and responsibilities
- private sector investment in line with the expectation for housing, commercial, retail and industrial development
- infrastructure delivery which is responsive to the district plan's priorities and growth patterns across each district
- ongoing engagement to inform implementation activities
- annual monitoring of the performance of the district plans and the status of delivering the actions.

### Submissions and engagement feedback

The tables following outline the principal issues raised in submissions and engagement activities, the Districts where the issues were raised and the Commission's response.

Implementation				
Implementation				
Western City District	Central City District	Eastern City District	North District	South District
✓	✓	✓	✓	✓

**Feedback:**

There was strong interest shown in both submissions and engagement activities in how the Commission would implement the district plans.

Council submissions called for more detail about how actions in the district plans will be delivered and it was felt that all actions in the plans should be measurable with clearly defined timeframes and responsibilities.

Some council submissions called for the Commission to collaborate with councils and other organisations to prepare an implementation plan that prioritises and sequences the actions required in the District Plans.

There were calls for clear governance structures to implement the plans and for clarity on the roles, responsibilities and relationships between the Commission, Minister for Planning, the Department of Planning and Environment and councils.

Feedback from peak interest and community groups called for more ambitious targets in the metrics to monitor the plans, especially in the liveability and sustainability areas.

Industry groups called for clarification of the planning hierarchy and more streamlined infrastructure funding mechanisms.

There was also a degree of scepticism shown at engagement activities about how the district plans would be implemented and enforced. There were questions around how government would be kept accountable to implement the plans and calls for timeframes for implementation to be specified.

**Response:**

The District Plans have been revised to introduce two new Planning Priorities in the Implementation section which address these comments.

The first new Planning Priority outlines the key steps for councils in giving effect to the District Plan, including a review of LEPs and local planning strategies, and preparing a Local Strategic Planning Statement.

The second new Planning Priority outlines a collaborative process in which performance indicators will be developed in consultation with state agencies and councils, based around the 10 Directions. This will provide an integrated framework, which reinforces the line of sight between the region and district plans, and will be used to monitor the performance of both.

# 3 Next Steps

## **Role of district and local plans**

The successful implementation of the District Plans requires involvement from a wide range of stakeholders.

The regional and district plans inform the preparation of local strategic planning statements and the preparation and assessment of planning proposals. In undertaking strategic planning processes and/or preparing or considering planning proposals, planning authorities must give effect to the District Plan, specifically the Planning Priorities and Actions.

Councils are to complete the update of their LEP within three years of the district plans being finalised, or within two years for those councils receiving funding as outlined in the NSW Government's 2017 *Affordable Housing Strategy*.

This involves councils reviewing their existing LEPs, undertaking necessary studies and strategies and preparing a local strategic planning statement which will guide the update of the LEP. It is anticipated that all Greater Sydney councils will have completed their LEP review within six to nine months of the release of District Plans, with accelerated council completing their reviews within three to six months.

The next milestone in giving effect to district plans is the preparation of the local strategic planning statement. The role of the local strategic planning statement provides an alignment between regional plans and local planning and delivery. The Department of Planning and Environment's guidelines note that the first of these local strategic planning statements are to be completed from mid-2019.

## **Monitoring and reporting**

Monitoring and reporting on the delivery of the plans will provide transparency to the community and other stakeholders.

*A Metropolis of Three Cities* proposes that performance indicators are developed in consultation with State agencies and councils, based around the 10 Directions that provide an integrated framework for both region and district plans. These indicators will also be used to monitor the performance of each district plan.

The Commission will also provide an annual report to the NSW Government on the status of the Actions in each District Plan.



# 4 Connect with the Commission

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