

Greater Sydney Commission Information Note 12

REVISED DRAFT EASTERN CITY DISTRICT PLAN PLANNING PRIORITIES AND ACTIONS

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Implementing the Eastern City District Plan – Planning Priorities and Actions

Section 75AD sub-clauses (3)(b) and (3)(c) of the *Environmental Planning and Assessment Act 1979* require a district plan to include:

- **planning priorities** that are consistent with the objectives, strategies and actions specified in the (relevant) regional plan, and
- the **actions** required for achieving those planning priorities.

Some of the planning priorities and actions are common across all revised draft District Plans, and tailored to each District's context. Other planning priorities and actions are specific to one or more Districts. The planning priorities and actions in the revised draft *Eastern City District Plan* (October 2017) are listed below.

Infrastructure and Collaboration

Planning Priority 1 Planning for a city supported by infrastructure

1. Prioritise infrastructure investments to support the vision of a metropolis of three cities.
2. Sequence growth across the three cities to promote north-south and east-west connections.
3. Align forecast growth with infrastructure.
4. Sequence infrastructure provision using a place-based approach.
5. Consider the adaptability of infrastructure and its potential shared use.
6. Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.

Planning Priority 2 Working through collaboration

7. Identify, prioritise and deliver Collaboration Areas.

Liveability

Planning Priority 3 Providing services and social infrastructure to meet people's changing needs

8. Deliver social infrastructure to reflect the needs of the community now and in the future.
9. Optimise the use of available public land for social infrastructure.

Planning Priority 4 Fostering healthy, creative, culturally rich and socially connected communities

10. Deliver inclusive places for people of all ages and abilities that support healthy, resilient and socially connected communities by:
 - a. providing walkable places with active street life and a human scale
 - b. co-locating schools, social, health, sporting, cultural and shared facilities.
11. Consider cultural diversity in strategic planning and engagement.
12. Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Councils to better understand and support their economic aspirations as they relate to land use planning.
13. Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including:
 - a. creative arts and cultural enterprises and facilities
 - b. creative interim and temporary uses
 - c. appropriate development of the night-time economy.
14. Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.

Planning Priority 5 Providing housing supply, choice and affordability, with access to jobs and services

15. Prepare local or district housing strategies that address the following:
 - a. the delivery of five-year housing supply targets for each local government area
 - b. the delivery of 6-10 year (when agreed) housing supply targets for each local government area
 - c. capacity to contribute to the longer term 20-year strategic housing target for the District
 - d. housing strategy requirements outlined in Objective 10 of the draft *Greater Sydney Region Plan* that include:
 - i. creating capacity for more housing in the right locations
 - ii. supporting planning and delivery of priority growth areas and precincts as relevant to each local government area
 - iii. supporting investigation of opportunities for alignment with investment in regional and district infrastructure
 - iv. supporting the role of centres.
16. Prepare Affordable Rental Housing Target schemes.

Planning Priority 6 Creating and renewing great places and local centres, and respecting the District's heritage

17. Deliver great places by:
 - a. prioritising a people-friendly public realm and open spaces as a central organising design principle
 - b. recognising and balancing the dual function of streets as places for people and movement
 - c. providing fine grain urban form, high amenity and walkability
 - d. integrating social infrastructure to support social connections and provide a community hub
 - e. encouraging contemporary interpretation of heritage where possible
 - f. using a place-based and collaborative approach throughout planning, design, development and management.
18. Conserve and enhance environmental heritage by:
 - a. engaging with the community early in the planning process to understand Aboriginal, European and natural heritage values
 - b. conserving and interpreting Aboriginal, European and natural heritage to foster distinctive local places.
19. Use place based planning to support the role of centres as a focus for connected neighbourhoods.
20. In Collaboration Areas, Priority Precincts and planning for centres:
 - a. investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking
 - b. ensure parking availability takes into account the level of access by public transport
 - c. consider the capacity for places to change and evolve, and accommodate diverse activities over time.
21. Use flexible and innovative approaches to revitalise high streets in decline.

Productivity

Planning Priority 7 Growing a stronger and more competitive Harbour CBD

22. Prioritise:
 - a. public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city
 - b. infrastructure investments which enhance walkability and cycling, particularly those focused on access to the transport network, and within five kilometres of any strategic centre or 10 kilometres of the Harbour CBD.
23. Strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by:
 - a. further growing an internationally competitive commercial sector to support an innovation economy
 - b. providing residential development without compromising the objectives for commercial development
 - c. providing a wide range of cultural, entertainment, arts and leisure activities
 - d. providing for a diverse and vibrant night-time economy, in a way that responds to potential negative impacts.
24. Review the current planning controls and create capacity to achieve the job targets for the Harbour CBD.

Planning Priority 8 Growing and investing in health and education precincts and the Innovation Corridor

25. Facilitate an innovation corridor that:
 - a. provides access to a sufficient supply of affordable and scalable spaces
 - b. promotes co-location and increased business-to-business interaction
 - c. connects with events spaces
 - d. delivers a high amenity, highly walkable and safe corridor
 - e. has access to affordable, diverse and multi-purpose housing options
 - f. supports a strong night time economy.
26. Facilitate health and education precincts that:
 - a. create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts
 - b. have high levels of accessibility
 - c. attract associated businesses, industries and commercialisation of research
 - d. include housing opportunities for students and workers within 30 minutes of the precinct.
27. Deliver and implement a Place Strategy and Infrastructure Plan for the Camperdown-Ultimo health and education precinct.
28. Deliver and implement a Place Strategy and Infrastructure Plan for the Randwick health and education precinct.

Planning Priority 9 Growing international trade gateways

29. Manage the interfaces of industrial areas, trade gateways and intermodal facilities by:

Land use activities

 - a. providing buffer areas to nearby activities, such as residential uses, that are sensitive to emissions from 24-hour port and freight functions
 - b. protecting industrial lands for port, intermodal and logistics uses from the encroachment of commercial, residential and other non-compatible uses which would adversely affect industry viability to facilitate ongoing operation and long-term growth
 - c. requiring sensitive developments within influence of port and airport operations to implement measures that reduce amenity impacts
 - d. improving communication of current and future noise conditions around Port Botany, airports, surrounding road and rail networks, intermodals and supporting private lands
 - e. improving the capacity of existing stakeholders to implement existing planning noise standards for incoming sensitive developments
 - f. protecting prescribed airspace from inappropriate development, for example height of building controls that would allow buildings to penetrate prescribed airspace and reduce the capacity of existing airport operations
 - g. identifying and preserving land for future port and airport, intermodal and rail infrastructure
 - h. accommodating advanced manufacturing where appropriate by zoning that reflects emerging development models

Transport operations

 - i. providing the required commercial and passenger vehicle, and freight and passenger rail access
 - j. preventing uses that generate additional private vehicle traffic on roads that service Port Botany and Sydney Airport such as large-scale car based retail and high density residential, to reduce conflicts with large dangerous goods vehicles (for example, Foreshore Road and Denison Street, Banksmeadow).

30. Protect and grow the trade gateways by:

Port Botany

- a. retaining and protecting industrial zoned land in and near Port Botany Precinct
- b. protecting Port Botany's function as an international gateway for freight and logistics and supporting port-related land uses and infrastructure in the area around the port
- c. supporting the land use needs of freight movement to increase the proportion of container freight transported by rail
- d. investigating a corridor for an enhanced road link from Port Botany to WestConnex
- e. investigating duplication of Port Botany freight line
- f. improving management of land use conflicts
- g. managing the biosecurity risk for primary industries
- h. creating safe cycling and walking connections.

Sydney Airport

- i. identifying and protecting strategically important industrial and urban services land in and near Sydney Airport Precinct
- j. protecting Sydney Airport's function as an international gateway for passengers and freight, and supporting airport-related land uses and infrastructure in the area around the Airport
- k. investigating a corridor for an enhanced road link from Sydney Airport to WestConnex
- l. managing the biosecurity risk for primary industries
- m. providing safe cycling and walking connections, particularly to Mascot station.

Planning Priority 10 Delivering integrated land use and transport planning and a 30-minute city

- 31. Integrate land use and transport plans to deliver the 30-minute city.
- 32. Investigate, plan and protect future transport and infrastructure corridors.
- 33. Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.
- 34. Optimise the efficiency and effectiveness of the freight handling and logistics network by:
 - a. protecting current and future freight corridors
 - b. balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries
 - c. identifying and protecting key freight routes
 - d. limiting incompatible uses in areas expected to have intense freight activity.
- 35. Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City and South West, CBD and Southeast Light Rail, and Westconnex as well as other city-shaping projects.
- 36. Investigate and plan for the land use implications of potential long-term transport connections.

Planning Priority 11 Growing investment, business and job opportunities in strategic centres

37. Provide access to jobs, goods and services in centres by:
 - a. attracting significant investment and business activity in strategic centres to provide jobs growth
 - b. diversifying the range of activities in all centres
 - c. creating vibrant, safe places and quality public realm
 - d. balancing the efficient movement of people and goods with supporting the liveability of places on the road network
 - e. improving the walkability within and to the centre
 - f. completing and improving a safe and connected cycling network to and within the centre
 - g. improving public transport services to all strategic centres
 - h. creating the conditions for residential development within strategic centres and within walking distance, but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.
38. Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridor.
39. Co-locate health, education, social and community facilities in strategic centres along the economic corridor
40. Create new centres in accordance with the *Principles for Greater Sydney's Centres*.
41. Engage with the retail sector on its changing planning requirements and update planning controls as required.
42. Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres.
43. Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space.
44. Encourage opportunities for new smart work hubs.
45. Strengthen **Bondi Junction** through approaches that:
 - a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
 - b. consider potential options for future public transport connections to the south east of the District to accommodate forecast population and employment growth, and better connect the District
 - c. expand the centre's function and type of land uses, including attracting A-grade office tenants and knowledge-intensive jobs
 - d. improve access from the centre of Bondi Junction to nearby open space and recreation facilities such as Queens Park, Centennial Park, Moore Park and Bondi Beach
 - e. recognise the centre's health attributes to support the Randwick health and education precinct and mechanisms for increasing floor space for health uses, including a health focused business incubator
 - f. investigate opportunities to improve and diversify night-time economy offerings
 - g. promote place making initiatives to improve the quality of public spaces.
46. Strengthen **Burwood** through approaches that:
 - a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
 - b. consider development initiatives that encourage the development of large floorplate mixed-use buildings
 - c. improve connections across the centre, including permeability of the rail line
 - d. expand the function and type of land uses in the centre
 - e. investigate opportunities to improve and diversify night-time economy offerings
 - f. promote place making initiatives to improve the quality of public spaces.

47. Strengthen **Eastgardens-Maroubra Junction** through approaches that:
 - a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
 - b. extend and investigate additional economic activities to connect Eastgardens and Maroubra Junction and complement the existing activities
 - c. leverage future public transport connections in the south east and west of the District
 - d. encourage provision of affordable housing to support the nearby health and education facilities and employment lands
 - e. promote place making initiatives to improve the quality and supply of public spaces, promote walking and cycling connections and integrate with the Green Grid
 - f. improve public transport connections, and walking and cycling between Eastgardens-Maroubra Junction and Randwick.
48. Strengthen **Green-Square Mascot** through approaches that:
 - a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
 - b. prioritise and protect surrounding employment and urban services lands and their role in supporting the Harbour CBD, trade gateways and other strategic centres
 - c. continue to address road and public transport network congestion and avoid development that generates high road traffic volumes such as large scale retail
 - d. continue reviews to remove barriers to cultural and creative uses
 - e. provide for safe walking and cycling throughout the centre and from Mascot Station to Sydney Airport
 - f. plan for the provision of social infrastructure within Mascot
 - g. Council of the City of Sydney and Bayside Council work together to strengthen and diversify the centre.
49. Strengthen **Rhodes** through approaches that:
 - a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
 - b. protect employment generating capacity at Rhodes Business Park
 - c. improve links to the GPOP area
 - d. enhance links with the Concord Health Precinct
 - e. promote place making initiatives to improve the quality of public spaces
 - f. develop opportunities to provide sustainable utility infrastructure
 - g. create a connected walking and cycling network within the precinct, to regional links and where possible along river foreshores
 - h. plan for growth that is supported by public transport.

Planning Priority 12 Protecting industrial and urban services land

50. Manage industrial land in the Eastern City District by protecting all industrial zoned land from conversion to residential development, including conversion to mixed use zones.
51. Facilitate the contemporary adaptation of industrial and warehouse buildings through increased floor to ceiling heights.

Planning Priority 13 Supporting growth of targeted industry sectors

52. Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers.
53. When preparing plans for tourism and visitation, consider:
 - a. encouraging the development of a range of well-designed and located facilities
 - b. enhancing the amenity, vibrancy and safety of centres, places and precincts
 - c. supporting the development of places for artistic and cultural activities
 - d. improving public facilities and access
 - e. protecting heritage and biodiversity to enhance cultural and eco-tourism
 - f. supporting appropriate growth of the night-time economy
 - g. developing industry skills critical to growing the visitor economy.
54. Provide a regulatory environment which enables economic opportunities created by changing technologies.
55. Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions.
56. Consider opportunities to enhance the tourist and visitor economy in the district, including a coordinated approach to tourism activities, events and accommodation.

Sustainability

Planning Priority 14 Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways

57. Protect environmentally sensitive coastal areas and waterways.
58. Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.
59. Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impact of development including coordinated monitoring of outcomes.
60. Reinstate more natural conditions in highly modified urban waterways.

Planning Priority 15 Protecting and enhancing bushland and biodiversity

61. Protect and enhance biodiversity by:
 - a. supporting landscape-scale biodiversity conservation and the restoration of bushland corridors
 - b. managing urban bushland and remnant vegetation as green infrastructure.

Planning Priority 16 Protecting and enhancing scenic and cultural landscapes

62. Identify and protect scenic and cultural landscapes.
63. Enhance and protect views of scenic and cultural landscapes from the public realm.

Planning Priority 17 Increasing urban tree canopy cover and delivering Green Grid connections

64. Expand urban tree canopy in the public realm.
65. Progressively refine the detailed design and delivery of:
 - a. Greater Sydney Green Grid priority opportunities
 - b. connections that form the long-term vision of the network.

Planning Priority 18 Delivering high quality open space

66. Maximise the use of existing open space and protect, enhance and expand public open space by:
 - a. investigating opportunities to expand a network of diverse, accessible, high quality open space that responds to the needs and values of communities as populations grow
 - b. investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas are within 200 metres of open space
 - c. requiring large urban renewal initiatives to demonstrate how access to high quality and diverse local open space is maintained or improved
 - d. planning new neighbourhoods with a sufficient quantity of new open space
 - e. delivering shared and co-located sports and recreational facilities, including shared school grounds and repurposed golf courses
 - f. delivering on, or complementing, the Greater Sydney Green Grid.

Planning Priority 19 Reducing carbon emissions and managing energy, water and waste efficiently

67. Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Priority Growth Areas, Priority Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.
68. Support precinct-based initiatives to increase renewable energy, and energy and water efficiency, especially in Priority Growth Areas, Priority Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.
69. Protect existing and identify new locations for waste recycling and management.
70. Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.
71. Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares.
72. Investigate potential regulatory mechanisms such as a Protection of the Environment Policy (PEP) that sets low-carbon, high efficiency targets to be met through increased energy efficiency, water recycling and waste avoidance, reduction or re-use. This could include a framework for the monitoring and verification of performance for Priority Growth Areas, Priority Precincts, Collaboration Areas, urban renewal precincts and housing growth areas that are planned to have an increase in total floor area greater than 100,000 square metres.

Planning Priority 20 Adapting to the impacts of urban and natural hazards and climate change

73. Support initiatives that respond to the impacts of climate change.
74. Mitigate the urban heat island effect and reduce vulnerability to extreme heat.