

Waverley Council

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URGENT BUSINESS FOR CONSIDERATION

COUNCIL MEETING

21 MAY 2013

THE FOLLOWING URGENT BUSINESS IS SUBMITTED FOR COUNCIL'S CONSIDERATION

1305.17 URGENT BUSINESS

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Draft Metropolitan Strategy for Sydney 2013 (A09/1109)

Report dated 17 May 2013 from the Director, Planning and Environmental Services about the release of the Draft Metropolitan Strategy for Sydney 2013 for public comment and recommending comments to be included in a submission to the Director General of the Department of Planning and Infrastructure.

Recommendation: That Council make a submission to the Draft Metropolitan Strategy 2031 and include the following points:

1. That the proposed Central Subregion be divided into two, that is, North and South of Sydney harbour.
2. Alignment of subregional and local planning with improvements to transport is essential and that development without improvements to transport is not acceptable.
3. In order to attract investment and encourage development to occur, it is essential that there be improvements to infrastructure, public domain, connectivity and access to public transport.
4. The strategy should promote the creation of a consistent carparking provision rate within all major centres that encourages the use of public transport and complements improvements to public transport infrastructure.
5. The role that Bondi Junction plays as an educational and health centre be recognised in the strategy as this will assist in the growth of these two industries, promote job growth and encourage further tourism.
6. That Bondi Beach be identified in the strategy as a location that could also provide the perfect setting to host international business and visitors as it would provide a genuine experience of Australian culture and lifestyle.
7. Both Bondi Beach and Manly Beach be included within the Sydney Harbour City Shaper as they are located within the Sydney Harbour surrounds and have similar priorities as the harbour as they provide:
 - (a). Arts and cultural venues.
 - (b). Opportunities for recreational access.
 - (c). Opportunities for sustainable visitor and tourism experiences.

8. Investigate the extension of light rail from the city through Bondi Junction and down to Bondi Beach and additional ferry services from Circular Quay to Rose Bay with improved bus connections to the beach.
9. Investigate the creation of alternate bus routes to transport visitors to Bondi Beach from suburbs other than Bondi Junction such as Coogee, Rose Bay, Edgecliff and Randwick.
10. The Department of Planning & Infrastructure needs to provide further direction in the Liveable Cities Chapter on growth in established urbanised areas and actions for existing housing stock.
11. That further discussion with Council is needed on proposed web resources and means of implementing good design in established urbanised areas.
12. The strategy should provide direct guidance on what framework and processes will be implemented for code assessable housing and fast-tracking housing at a local level.
13. The strategy should provide further information on the potential implications for the retention of affordable housing when making subdivisions easier.
14. That further cross referencing of previous housing targets with adjusted targets be provided during the production of the Subregional Delivery Plans and advice provided on how they can potentially be supported in Waverley.
15. That local government housing and job targets that are to be specified under the Subregional planning process should be justified and based on evidence of what can be reasonably produced in each local government area.
16. That the Government commence discussions with the aim of developing incentives to encourage decentralisation from Sydney and growth of regional centres.
17. The Housing NSW investigation into the supply of affordable housing should be footnoted in the draft Strategy so that it can be referred to by Council.
18. The Liveable City chapter should include practical mechanisms on how affordable housing can be implemented at both the state and local level.
19. Councils need to be involved in community participation planning and the creation of engagement guidelines.
20. There is a need for further discussion on forms of housing such as backpackers accommodation and boarding houses and ways to regulate appropriate licensing and misuse of private dwellings for these alternate forms of residential uses.
21. The draft Strategy should include further discussion on the changing needs of an ageing population in regards to accessibility to housing, health and other services.
22. The strategy should clarify what aspects of regional planning are to be discussed in growth infrastructure plans and how funds for critical infrastructure are to be detailed, prioritised and allocated.

23. The strategy needs to specify what guidance is to be provided on wise water use and how will it be cross referenced with existing State plans and local plans such as the Metropolitan Water Directorate Water 4 Life resources and the Bondi and Bronte stormwater schemes.
24. The strategy needs to expand on how land uses for social infrastructure such as cemeteries and crematoria are to be planned for and what implications there may be for existing cemeteries such as Waverley Cemetery.
25. State guidance is needed on practical funding mechanisms and value capturing to support the creation of community, cultural, recreational and social infrastructure.
26. The strategy should recognise that privately owned recreation facilities such as bowling clubs and tennis courts etc. have a role to play in providing recreation opportunities to the community and should be protected and prevented from redeveloping.
27. That there is a need for further actions on planning for safety, particularly for urbanised mixed use areas.
28. The strategy needs to expand on how heritage protection schemes will be implemented and how they will be cross referenced with the NSW Heritage Branch.
29. The strategy should specify how urban activation precincts have been identified and how renewal programs are to be prioritised and funded.
30. The strategy should establish targets to measure and track progress toward resource efficiency, environmental protection and improvement, and management of natural and human induced environmental hazards.
31. There needs to be a commitment by the NSW Government to undertake vital waste infrastructure planning and consideration of future management options.
32. Bondi Junction be nominated as an opportunity precinct for distributed energy, water and waste network and be recognised in the strategy accordingly. In this regard Council offers to work with the NSW Government in the near future to progress this project.
33. The NSW Government to give consideration to develop minimum energy and water requirements for commercial buildings of certain sizes in identified major centres and develop a rating tool to enable developers to achieve compliance.
34. The DoPI to provide guidance to Council's of how to manage coastal risk through the statutory planning process.
35. Action 22.5 in the Healthy and Resilient Environment chapter should be expanded to include and support the introduction of Water Sensitive Urban Design (WSUD) infrastructure in existing developed areas.
36. The strategy should make reference to the important link between Bondi Beach (one of Australia's most visited tourist destinations), Bondi Junction and onto Global Sydney.

37. The strategy should commit State funding to be provided to improve commuter safety at the Bondi Junction bus/rail interchange.
38. Investigate the improvement of public transport infrastructure to provide expanded cross suburban services to areas that are currently more reliant on motor vehicle transport such as Dover Heights and Vaucluse.

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Draft Metropolitan Strategy for Sydney 2013 (A09/1109)

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Recommendation: That Council make a submission to the Draft Metropolitan Strategy 2031 and include the following points:

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3. In order to attract investment and encourage development to occur, it is essential that there be improvements to infrastructure, public domain, connectivity and access to public transport.
4. The strategy should promote the creation of a consistent carparking provision rate within all major centres that encourages the use of public transport and complements improvements to public transport infrastructure.
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7. Both Bondi Beach and Manly Beach be included within the Sydney Harbour City Shaper as they are located within the Sydney Harbour surrounds and have similar priorities as the harbour as they provide:
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16. That the Government commence discussions with the aim of developing incentives to encourage decentralisation from Sydney and growth of regional centres.
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18. The Liveable City chapter should include practical mechanisms on how affordable housing can be implemented at both the state and local level.
19. Councils need to be involved in community participation planning and the creation of engagement guidelines.
20. There is a need for further discussion on forms of housing such as backpackers accommodation and boarding houses and ways to regulate appropriate licensing and misuse of private dwellings for these alternate forms of residential uses.
21. The draft Strategy should include further discussion on the changing needs of an ageing population in regards to accessibility to housing, health and other services.
22. The strategy should clarify what aspects of regional planning are to be discussed in growth infrastructure plans and how funds for critical infrastructure are to be detailed, prioritised and allocated.
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Purpose of Report

The purpose of this report is to advise Council of details in the Draft Metropolitan Strategy for Sydney 2013 (the draft Strategy) which was released for public comment recently. The report also contains recommended comments to be included in a submission to the Director General of the Department of Planning and Infrastructure (DoPI).

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Background / Introduction

General Overview

The Draft Metropolitan Strategy for Sydney 2031 is the government's blueprint to cater for the future development of Sydney and will supersede the current Metropolitan Plan 2036. The draft Strategy is a critical part of the planning system which will also include the new Planning Act. The Strategy establishes metropolitan priorities which will then be translated into Subregional Delivery Plans. Preparation of these plans will commence later in 2013 and it is said will be developed in consultation with local Councils in each subregion and their communities. Detail in these plans will then cascade into Councils local plans which will replace LEPs. In this manner, priorities of the state are infused into local plans where the achievement of those priorities will take place. As such, this phase of the process provides Council a critical opportunity to influence the planning process and how the development of Sydney impacts on Waverley.

Sydney currently has a population of 4.3m people, 1.7m homes and provides 2.2m jobs. By 2031 this is expected to rise to 5.6m people, 2.2m homes and 2.8m jobs. This represents an increase of 1.3m people, 545,000 homes and 625,000 jobs. Such growth needs to be carefully planned to minimize impacts and provide the correct infrastructure to service this new population particularly when 16% of the population will be over 65 years of age and more than 1million will be under 15 years of age.

The draft Strategy has introduced nine key "city shapers" which it says will play an important role in shaping future growth right across greater Sydney (see attachment 1). Those which are of greatest interest to Waverley are:

Global Sydney – This is the business hub of the city and includes the Sydney CBD and North Sydney. This will continue to be an area of economic, educational, medical, creative and cultural activity and the draft Strategy proposes to improve transport with other parts of Sydney and focus attention on Darling Harbour and Barangaroo.

Global Economic Corridor – This has been a feature of previous metropolitan strategies and will continue to be a major factor in Sydney's economy. The corridor extends from Port Botany and the Airport in the south, through the Sydney CBD, North Sydney, St Leonards, Chatswood to Macquarie Park and Parramatta. The draft Strategy estimates that this corridor will provide an additional 213,000 jobs by 2031 and this is important for Waverley's residents as it will expand job opportunities in relatively close proximity.

Sydney Harbour – Not surprisingly Sydney Harbour will continue to feature as a major economic asset and the draft Strategy proposes that access will be opened up to more areas of the harbour foreshore. Ferry transport will be improved and the harbour will remain as a working harbour.

Anzac Parade Corridor – A new initiative which will be of interest to Waverley is the Anzac Parade Corridor which extends from the University of NSW and Prince of Wales Hospital in the north to Malabar and La Perouse in the south. The corridor will feature additional housing and jobs focused around centres along Anzac Parade including what have been termed the Anzac Parade South and Randwick Urban Activation Precincts. Interest to Waverley will be possible linkages to future improvements in transport which could include light rail or some other mass transit system.

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Other City Shapers include:

Parramatta – Also not surprisingly, Parramatta will continue to be Sydney’s second CBD servicing western Sydney.

Parramatta Road Corridor – a new initiative is the focus being put on the corridor linking Sydney CBD with Parramatta. The corridor will be supported by new transport connections to the Port and Airport and will feature improved shops, services and public spaces.

North West Rail Link Corridor – This new rail link will provide opportunities for new housing and jobs around each of the eight new train stations along the line.

Western Sydney Employment Area – The draft Strategy proposes to focus new manufacturing and technology jobs in locations between the M4 and M7 which provide good links for freight and logistics.

Sydney’s Metropolitan Rural Area – Agricultural employment opportunities will be increased on the outskirts of Sydney but this needs to be balanced with other features in these lands which include National Parks, the Greater Blue Mountains World Heritage Area, water catchment areas and green corridors.

Subregions

The boundaries of the existing subregions have been redefined and there are now 6 new subregions (see attachment 2). Waverley is proposed to be included in Central Subregion along with 16 other Councils essentially being the harbour councils (both north and south) and also including Woollahra, Randwick and Botany Bay. The Central Subregion is made up of what are currently the East, Inner North, Inner West and City of Sydney Subregions.

Sydney Harbour is noted as one of the “city shapers” in the draft Strategy and apart from being an asset in itself, it’s surrounds are also a driver of economic and housing growth. Grouping all harbour Councils together will also allow a more holistic planning of the Harbour foreshore. The draft Strategy proposes that the Central Subregion will house 138,000 new homes and 230,000 new jobs (see attachment 3). However, from a practical planning point of view it is difficult to understand how the development of the Subregional Delivery Plan, along with associated community consultation, can be effectively undertaken over such a broad and diverse area which is severed by a natural boundary such as the harbour.

While the commonality of the 17 Central Subregion Councils is acknowledged, the development of a subregional delivery plan along with the necessary community consultation renders the size of this proposed Subregion unworkable. A smaller subregion is required and the natural boundary of the harbour provides the obvious delineation. As such it is suggested that Central Subregion should be divided into two that is, north and south.

Key Submission Point: *That the proposed Central Subregion be divided into two, that is, North and South of Sydney harbour.*

Balanced Growth

The draft strategy supports future investment and development in both Greenfield and existing urban areas. Development of Greenfield areas will be guided by a new Land Release

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Policy while development of existing urban areas will focus on areas that are close to transport hubs and corridors and around local, town and city centres.

Strategic Centres, of which Bondi Junction is one, are the main focus for development due to their existing services and access to infrastructure particularly transport. A lesser level of development is likely to occur in the smaller town, village and neighbourhood centres. Another focus for future development relevant to Waverley is the Anzac Parade Corridor which extends from Moore Park to La Perouse. This is identified for new housing and job opportunities and will be supported by improved transport including a mass transit system from Circular Quay to Randwick and Kingsford via the University of NSW.

The draft strategy states that consultation during the preparation of the strategy revealed that many people want to see new housing built in existing urban areas. As such, the draft strategy states that there needs to be mechanisms that can encourage housing and employment in centres. One of the actions resulting from this is that minimum housing density requirements for key areas will be set through subregional delivery plans based on accessibility and consideration of the capacity or existing infrastructure.

Other actions and policy directions relevant to Waverley include:

- Encouraging housing growth in centres of all sizes particularly in the Global Economic Corridor;
- Encouraging mixed use development in all centres including central commercial core areas where there is demand;
- Locate larger commercial premises in Strategic Centres;
- Encouraging growth to reflect market demand;
- Alignment of subregional and local planning with the Long Term Transport Master Plan. This is considered to be essential and should be impressed on the DoPI that development without improvements to transport is not acceptable.

Key Submission Point: *Alignment of subregional and local planning with improvements to transport is essential and that development without improvements to transport is not acceptable.*

Productivity and prosperity

The draft strategy identifies new opportunities for business to invest and aims to build local and international confidence in Sydney's economy. The policies and actions in the draft strategy support the development of high intensity employment centres, urban services, freight and future industry in strategic locations throughout the metropolitan area. A focus of this business activity will be in Western Sydney where it is envisaged that over 50% of new jobs in Sydney will be located. The remaining jobs will be set primarily within 'Global Sydney' and other centres that fall within the extended Global Economic Corridor.

Of particular note is the extension of the Global Economic Corridor along Anzac Parade south to La Perouse. Randwick is identified as an Education and Health Specialised Precinct with a minimum job target of 6000 by 2031. In response to this, the strategy identifies the development of a mass transit system from Circular Quay to Randwick, Kingsford and the university of NSW. The Long Term Transport Master Plan identifies a number of new bus

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routes from Bondi Beach and Bondi Junction to improve accessibility to southern eastern suburbs such as Eastgardens and Miranda and other Major Centres such as Burwood.

Bondi Junction continues to play a vital role in the Central subregion as one of the Major Centres and key employment generators with 2000 additional jobs targeted by 2031. This is consistent with the current target under the East Subregion Draft Subregional Strategy. Providing a good supply of office space is one of the key objectives of this part of the draft strategy therefore Bondi Junction will retain a commercial core capable of accommodating the additional jobs. The retail sector is critical to the NSW economy. The draft strategy encourages centres of all sizes from major centre's such as Bondi Junction to local neighbourhood centres to retain a significant retail function. Public space improvements, connectivity, carparking and upgrades to vital infrastructure and services are all essential in ensuring Bondi Junction is a desirable place to invest both locally and internationally. It should be expressed to the DoPI that simply zoning land will not ensure that development will occur. In order to attract investment, it is essential that there be improvements to infrastructure, public domain, connectivity and access to public transport. Major centres generate intense activity and as such, carparking is another key consideration. Consistent carparking rates in all major centres that encourage the use of public transport would alleviate further congestion on the road system.

Key Submission Points: *In order to attract investment and encourage development to occur, it is essential that there be improvements to infrastructure, public domain, connectivity and access to public transport.*

The strategy should promote the creation of a consistent carparking provision rate within all major centres that encourages the use of public transport and complements improvements to public transport infrastructure.

One of the main omissions from the draft strategy is the lack of recognition of the role that Bondi Junction plays as an Educational and Health Centre. Numerous international language schools and health specialists are located in Bondi Junction possibly due to its close proximity to Bondi Beach being a major tourist attraction and proximity to Prince of Wales and St Vincent's Hospital. This point should be recognised in the strategy and it is therefore recommended that Council comments accordingly.

Key Submission Point: *The role that Bondi Junction plays as an educational and health centre be recognised in the strategy as this will assist in the growth of these two industries, promote job growth and encourage further tourism.*

There are other critical and enabling infrastructure opportunities that have not been identified in the draft strategy that may provide a case for also investigating the significant cultural role of Bondi Beach in the region. The draft strategy notes that the visitor economy (tourism) is one of the high growth industries not only for Sydney but for the State. In order to support the growth of tourism the draft strategy indicates that the Subregional Delivery Plans will identify land, infrastructure and services required to complement their ongoing operation and growth.

There is a particular focus on targeting international business visitors to Sydney. The development of the new convention facilities and open space at Darling Harbour forms part of the State's strategy to attract business and tourist interest. It should be pointed out to the DoPI that Bondi Beach could also provide the perfect setting to host international business and visitors with a genuine experience of Australian culture and lifestyle.

It is also important to note that the draft strategy references the NSW Government Industry Action Plans that highlight strategic imperatives for the state. The top strategic imperatives

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relate to increasing visitation and growing the physical capacity of Sydney. A key component of productivity and prosperity within the draft strategy includes identifying additional opportunities to grow visitor numbers in Sydney. Accessibility to key tourist attractions such as Bondi Beach and Manly Beach is essential to the growth of the tourism industry in NSW. It is recommended that both Bondi and Manly beaches be included with Sydney Harbour as one of the nine City Shapers in order to recognise their strategic contribution. The significant increase in cruise ships to Sydney over the past few years, the expected and planned increase in the Industry Action Plans of port facilities for cruise liners as well as the envisaged development within the Anzac Parade Corridor will place greater demand on the public transport system. As such, it is considered that these factors warrant further investigation into the extension of light rail from the city through Bondi Junction and down to Bondi Beach and additional ferry services from Circular Quay to Rose Bay with improved bus connection to the beach.

Key Submission Points: *That Bondi Beach be identified in the strategy as a location that could also provide the perfect setting to host international business and visitors as it would provide a genuine experience of Australian culture and lifestyle.*

Both Bondi Beach and Manly Beach be included within the Sydney Harbour City Shaper as they are located within the Sydney Harbour surrounds and have similar priorities as the harbour as they provide:

- *arts and cultural venues,*
- *opportunities for recreational access,*
- *opportunities for sustainable visitor and tourism experiences.*

Investigate the extension of light rail from the city through Bondi Junction and down to Bondi Beach and additional ferry services from Circular Quay to Rose Bay with improved bus connections to the beach.

Investigate the creation of alternate bus routes to transport visitors to Bondi Beach from suburbs other than Bondi Junction such as Coogee, Rose Bay, Edgecliff and Randwick.

Liveable cities

The main intent of the Liveable City chapter of the draft Strategy is for the intensification of residential land uses and growth.

For an established urbanised area like Waverley, meeting housing growth targets for the Central subregion is not a straightforward task, as developable land resources are limited. An 'urban feasibility model' is identified in the draft Strategy as a key delivery tool for assisting Councils with identifying economically feasible areas for housing growth. This may also assist with the assessment of future planning proposals. However it should be expressed to the DoPI that there needs to be further discussion on how this tool is to be utilised. The DoPI needs to provide further direction in this Chapter for growth in established urbanised areas and actions for existing housing stock.

The draft Strategy also aims to implement a new web resource for promoting building industry awareness of good quality redevelopment to celebrate and encourage better design. The draft Strategy has an objective to deliver a mix of well-designed housing that meets the needs of Sydney's population. However it should be expressed to DoPI that further discussion with

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Council is needed on this web resource and means of implementing good design in established urbanised areas.

Key Submission Points: *The DoPI needs to provide further direction in the Liveable Cities Chapter on growth in established urbanised areas and actions for existing housing stock.*

That further discussion with Council is needed on proposed web resources and means of implementing good design in established urbanised areas.

For delivering new housing to meet Sydney's growth, the draft Strategy states its policy position of fast-tracking the supply of housing in established urban areas as well as the need to expand the code for assessable housing. Council should engage DoPI to provide direct guidance on what framework and processes will be implemented for code assessable housing and fast-tracking housing at a local level. An action of making the subdivision (assuming this also includes strata subdivision) of existing blocks easier is also mentioned in the draft strategy to assist in delivering housing to meet Sydney's growth. However, Council should query DoPI on the potential implications for the retention of affordable housing when making subdivisions easier.

Key Submission Points: *The strategy should provide direct guidance on what framework and processes will be implemented for code assessable housing and fast-tracking housing at a local level.*

The strategy should provide further information on the potential implications for the retention of affordable housing when making subdivisions easier.

In regards to meeting housing targets, the draft Strategy makes reference to working across the government with industry to analyse factors that have impacted the fall in production of housing over the last decade. There is a need for further consultation and discussion on what the scope of this study is to include as well as what input opportunities there may be for Council. The draft Strategy also states that there will be an ongoing reassessment of housing targets during and following subregional planning. The reassessment of targets is to be informed by the release 2011 census data and 2013 population projections. It should be expressed to the DoPI that further cross referencing of previous housing targets with adjusted targets should be provided during the production of the Subregional Delivery Plans and advice provided on how they can potentially be supported in Waverley. Waverley has met the housing target of 2,200 dwellings by 2031 set by the current East Subregion draft Subregional Strategy. However it is not known if this target will change in the future Subregional Delivery Plan.

Housing targets at the local government level are not known at this point in time. However it has been possible to make a comparison of housing targets at the subregional level between this draft strategy and the original metropolitan strategy. The comparison revealed that in relation to the new Central Subregion, there is only a minor increase of 3,000 additional dwellings in the target, up from 135,000 to 138,000 dwellings. While the increase is only small, it should be realised that the original strategy specified a base date of 2001 and projected 30 years to 2031. The draft strategy however specifies a base date of 2011 but only extends 20 years to 2031. This has compressed the target period to 20 years and ignores all the dwellings that have been produced in the past 10 years. The Metropolitan Development Program, which tracks dwelling completions in Sydney reveals that during a comparable period between the years 2000 and 2010, 2,042 dwellings have been produced in Waverley.

Notwithstanding this, it is acknowledged that under current State Government policy, over the next 20 years Sydney still needs to house an additional 1.3m people. It may be time for

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government to reconsider its policy and reinstate a policy of decentralisation in order to relieve pressure on Sydney. Regional strategies are also being produced for all regions of NSW so now may be an opportune time to commence a discussion on incentives to encourage decentralisation.

Key Submission Points: *That further cross referencing of previous housing targets with adjusted targets be provided during the production of the Subregional Delivery Plans and advice provided on how they can potentially be supported in Waverley.*

That local government housing and job targets that are to be specified under the Subregional planning process should be justified and based on evidence of what can be reasonably produced in each local government area.

That the Government commence discussions with the aim of developing incentives to encourage decentralisation from Sydney and growth of regional centres.

The draft Strategy makes reference to "a recent investigation by Housing NSW into the supply of affordable housing for lower income households in the Sydney Metropolitan Region..." and recognises that affordable housing is a growing need for Sydney's population. The Housing NSW investigation should be footnoted in the draft Strategy so that it can be referred to by Council. The draft Strategy discusses the need for housing strategies to ensure future housing mix and local affordable housing opportunities. However, there needs to be further discussion on how practical mechanisms for affordable housing can be included in housing strategy on both a state and local level. Further, the draft Strategy has a key goal of wanting to engage the community more in planning to ensure an understanding of Sydney's needs. It should be expressed to DoPI, that Council need to be involved in community participation planning and the creation engagement guidelines.

Key Submission Points: *The Housing NSW investigation into the supply of affordable housing should be footnoted in the draft Strategy so that it can be referred to by Council.*

The Liveable City chapter should include practical mechanisms on how affordable housing can be implemented at both the state and local level.

Councils need to be involved in community participation planning and the creation of engagement guidelines.

The draft Strategy also recognises a growing need for more specialised housing such as student housing. It should be expressed to DoPI, however, that there is a need for further discussion on forms of housing alternative to private dwellings, such as backpackers accommodation and boarding houses and ways to regulate appropriate licensing and misuse of private dwellings for these alternate forms of residential uses. The draft Strategy also recognises the changing recreational needs of an ageing population. The draft Strategy should include further discussion on the changing needs of an ageing population in regards to accessibility to housing, health and other services.

Key Submission Points: *There is a need for further discussion on forms of housing alternative to private dwellings, such as backpackers accommodation and boarding houses and ways to regulate appropriate licensing and misuse of private dwellings for these alternate forms of residential uses.*

The draft Strategy should include further discussion on the changing needs of an ageing population in regards to accessibility to housing, health and other services.

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When planning for residential growth it is important for it to be supported by and coincide with planning for upgrades to public infrastructure and transport linkages to the wider community. Councils need to consider upgrades to existing infrastructure as well as key potential transport links and liaise with DoPI on such matters. Public work programs such as Complete Streets and potential transport linkage routes, such as between Bondi Junction and Bondi Beach, are essential components to support balanced growth in Waverley. The draft Strategy includes actions for growth infrastructure plans and local infrastructure renewal schemes. It is unclear, however, what aspects of regional planning are to be discussed in growth infrastructure plans and how funds for critical infrastructure are to be detailed, prioritised and allocated fairly.

The draft Strategy also identifies the need to plan for support infrastructure such as water utilities and cemeteries. There is to be state-wide guidance on wise water use to be provided to local government. There needs to be further discussion on what is this guidance to cover and how will it be cross referenced with existing State plans and local plans such as the Metropolitan Water Directorate Water 4 Life resources and the Bondi and Bronte stormwater schemes.

The draft Strategy recognises cemeteries and crematoria as a vital element of social infrastructure. There needs to be further discussion on how these land uses are to be planned for and what implications there may be for existing cemeteries such as Waverley Cemetery.

Key Submission Points: *The strategy should clarify what aspects of regional planning are to be discussed in growth infrastructure plans and how funds for critical infrastructure are to be detailed, prioritised and allocated.*

The strategy needs to specify what guidance is to be provided on wise water uses and how will it be cross referenced with existing State plans and local plans such as the Metropolitan Water Directorate Water 4 Life resources and the Bondi and Bronte stormwater schemes.

The strategy needs to expand on how land uses for social infrastructure such as cemeteries and crematoria are to be planned for and what implications there may be for existing cemeteries such as Waverley Cemetery.

Two of the key objectives of the Liveable Cities chapter is the creation of socially inclusive places encouraging recreational and cultural activities as well as to deliver accessible and adaptable recreation and open space. Alongside these objectives, there needs to be policies for its funding and delivery. Significant development will occur in this subregion over the next 20 years and now is the time to imbed policy and rules for capturing value from development in order to fund their community, cultural, recreational and social infrastructure. State guidance is needed on practical funding mechanisms and value capturing to support the creation of such spaces. Council should also open a dialogue on guidelines and policy for public art, recreation and cultural activities and how these elements add value to development and the community.

In addition, due to rising land values, private recreation facilities are coming under increasing pressure to cease operation and redevelop for residential purposes. The draft strategy should recognise that privately owned recreation facilities such as bowling clubs and tennis courts etc. have a role to play in providing recreation opportunities to the community and should be protected and prevented from redeveloping.

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Key Submission Points: *State guidance is needed on practical funding mechanisms and value capturing to support the creation of community, cultural, recreational and social infrastructure.*

The strategy should recognise that privately owned recreation facilities such as bowling clubs and tennis courts etc. have a role to play in providing recreation opportunities to the community and should be protected and prevented from redeveloping.

Under the objective of delivering well-designed and active centres that attract investment and growth, the draft Strategy recognise the role that 'renewal' of areas and safety has to play. However, other than a reference to NSW Police's "Safer by Design" program, the Strategy has not discussed safety issues for residential areas, particularly for established urbanised areas where residential areas are in close vicinity to the likes of licensed premises and other non-residential uses. It should be expressed to DoPI that there is a need for further actions on safety planning, particularly for urbanised mixed use areas.

Key Submission Point: *That there is a need for further actions on safety planning, particularly for urbanised mixed use areas.*

There is State encouragement of 'renew' programs which are to make "the most of underutilised low-cost spaces to kick-start cultural activity and attract private investment, public domain improvements and further urban renewal" and the establishment of urban activation precincts. When renewing areas, heritage conservation is a key aspect that needs to be considered. The draft Strategy identifies a need for heritage protection schemes. There is a need for discussion on how heritage protection schemes will be implemented and how they will be cross referenced with the NSW Heritage Branch. There also needs to be further discussion on how urban activation precincts have been identified and how renew programs are to be prioritised and funded.

Key Submission Points: *The strategy needs to expand on how heritage protection schemes will be implemented and how they will be cross referenced with the NSW Heritage Branch.*

The strategy should specify how urban activation precincts have been identified and how renew programs are to be prioritised and funded.

HEALTHY AND RESILIENT ENVIRONMENT

The draft Strategy aims to create a sustainable city through resource efficiency, environmental protection and improvement, and management of natural and human induced environmental hazards. Similarly, Waverley Council adopted the *Environmental Action Plan* in 2006, which establishes ambitious targets for water, waste, greenhouse, and biodiversity. Council's subsequent environment program establishes the most cost effective method of reaching our environmental targets and forms the basis of our annual program. A major omission from the draft Strategy is the establishment of targets to measure and track progress toward, in addition to communicating successes and challenges to the general public. This would clearly define the strategic goals of the NSW Government and communicate implementation achievements.

Another significant omission from the draft strategy is any consideration of critical waste infrastructure in planning for Global Sydney. Sydney landfill capacity is due to be depleted by 2017 and the strategy does not address the need for critical waste infrastructure within the Sydney Metropolitan region to cope with Sydney's projected population growth. Commitment

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by the NSW Government to undertake vital waste infrastructure planning and consideration of future management options needs to be considered.

In relation to the efficient use of energy, water and resources, the NSW Government should be commended for its consideration of distributed energy and water networks in precinct planning for major centres to achieve greater efficiency. The draft Strategy identifies Bondi Junction as a major centre on the periphery of Global Sydney and therefore has been identified as an area of future growth. Waverley Council has committed to a 30% reduction of greenhouse gas emissions by 2020 and acknowledges that future development in the centre could have an adverse impact on progress toward our community target. For this reason, Council commissioned a comprehensive greenhouse modelling study of the Bondi Junction precinct to identify the potential for a distributed energy network to service the centre. The preliminary study identified that trigeneration in the precinct has the capability to reduce the GHG emissions in the Bondi Junction centre by over 30% and deliver an overall LGA GHG saving of 10%. It would therefore be appropriate for Council to nominate Bondi Junction as an *opportunity precinct* for distributed energy and water network and work with the NSW Government in the near future to progress this project.

It is noted that the NSW Government BASIX tool does not apply to commercial buildings. Despite NABERS being a useful tool to achieve operational efficiency of buildings it requires one year of energy monitoring prior to certification. Therefore, Council is unable to utilise this in the development approval process. For this reason, it would be appropriate for the NSW Government to give consideration to develop minimum energy and water requirements for commercial buildings of certain sizes in identified major centres and develop a rating tool to enable developers achieve compliance.

In relation to the minimisation of impacts of climate change on local communities, the draft strategy has a strong focus on climate change adaptation. However, has limited climate change mitigation strategies. The absence of any reference to sea level rise impacts as part of an adaptation strategy is also noted. Therefore, there is no guidance provided to Council's of how to manage coastal risk through the statutory planning process.

In relation to achieving a healthy water environment, Council is supportive of the objective to improve water quality in catchments. Action 22.5 however, should be expanded to include and support the introduction of WSUD infrastructure in existing developed areas.

Key Submission Points: *The strategy should establish targets to measure and track progress toward resource efficiency, environmental protection and improvement, and management of natural and human induced environmental hazards.*

There needs to be a commitment by the NSW Government to undertake vital waste infrastructure planning and consideration of future management options.

Bondi Junction be nominated as an opportunity precinct for distributed energy and water network and be recognised in the strategy accordingly. In this regard Council offers to work with the NSW Government in the near future to progress this project.

The NSW Government to give consideration to develop minimum energy and water requirements for commercial buildings of certain sizes in identified major centres and develop a rating tool to enable developers to achieve compliance.

The DoPI to provide guidance to Council's of how to manage coastal risk through the statutory planning process.

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Action 22.5 in the Healthy and Resilient Environment chapter should be expanded to include and support the introduction of WSUD infrastructure in existing developed areas.

ACCESSIBILITY AND CONNECTIVITY

The NSW Government should be commended for identifying Bondi Junction as a Major Centre and an integral part of Global Sydney. It is the only Major Centre servicing eastern sub-region (Randwick, Woollahra, Botany and Waverley) and is well positioned to capitalise on the high volume of visitors passing between CBD and Bondi Beach (over 2 million visitors per year).

The Bondi Junction centre is significant in terms of pedestrian movements, active travel, and public transport patronage. The Bondi Junction bus / rail interchange receives 39,000 passengers a day, the Bondi Junction Mall has lunchtime pedestrian volumes that exceed Circular Quay on weekdays and are comparable to volumes on George Street, and Oxford Street is one of Australia's busiest bike routes (9th busiest out of 1,100 surveyed). The bus/rail interchange represents a significant safety concern for commuters exiting from the bus concourse to Grosvenor Street. Improvements for commuter connectivity to the bus/rail interchange requires the commitment of State funding.

In addition, major challenges exist on the Bondi Junction to Bondi Beach corridor. Problems on the route are the increasing transport demand outside of the morning and afternoon weekday peaks. In particular, weekend traffic. This includes:

- Recreational visits to major attractions - such as Bondi Beach – which require public transport services that are potentially greater than that during the morning and afternoon peak.
- Transport demand generated by shopping, sport, or other non-work activity.

Council is committed to improving the movement of people on the Bondi Junction to Bondi Beach route. Bus patronage is at capacity during peak periods on the route. In response, Council has commissioned AECOM to undertake a feasibility assessment of the reintroduction of light rail on the corridor between Bondi Beach and Bondi Junction (Stage 1) and onto the CBD (Stage 2) to achieve mass transit of passengers. Council has formally requested Transport for NSW consider the CBD to Bondi Beach corridor as a priority route in the Sydney Light Rail Plan. Some reference to the important link between Bondi Beach (one of Australia's most visited tourist destinations), Bondi Junction and onto Global Sydney, should be made within the draft strategy.

Key Submission Point: *The strategy should make reference to the important link between Bondi Beach (one of Australia's most visited tourist destinations), Bondi Junction and onto Global Sydney.*

The strategy should commit State funding to be provided to improve commuter safety at the Bondi Junction bus/rail interchange.

Investigate the improvement of public transport infrastructure to provide expanded cross suburban services to areas that are currently more reliant on motor vehicle transport such as Dover Heights and Vaucluse.

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Analysis.

- **Financial Nil**
- **Delivery Program/Operational Plan** This report analyses state government policy and makes recommendations to align the policy with Council strategy.
- **Consultation Nil**

Timeframe

The draft strategy is currently being exhibited for public comment. The DoPI's timeframe is to consider submissions from June to September and submit the final strategy to Cabinet for endorsement in October.

Recommendation: That Council make a submission to the Draft Metropolitan Strategy 2031 and include the following points:

1. That the proposed Central Subregion be divided into two, that is, North and South of Sydney harbour.
2. Alignment of subregional and local planning with improvements to transport is essential and that development without improvements to transport is not acceptable.
3. In order to attract investment and encourage development to occur, it is essential that there be improvements to infrastructure, public domain, connectivity and access to public transport.
4. The strategy should promote the creation of a consistent carparking provision rate within all major centres that encourages the use of public transport and complements improvements to public transport infrastructure.
5. The role that Bondi Junction plays as an educational and health centre be recognised in the strategy as this will assist in the growth of these two industries, promote job growth and encourage further tourism.
6. That Bondi Beach be identified in the strategy as a location that could also provide the perfect setting to host international business and visitors as it would provide a genuine experience of Australian culture and lifestyle.
7. Both Bondi Beach and Manly Beach be included within the Sydney Harbour City Shaper as they are located within the Sydney Harbour surrounds and have similar priorities as the harbour as they provide:
 - (a). arts and cultural venues.
 - (b). opportunities for recreational access.
 - (c). opportunities for sustainable visitor and tourism experiences.

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8. Investigate the extension of light rail from the city through Bondi Junction and down to Bondi Beach and additional ferry services from Circular Quay to Rose Bay with improved bus connections to the beach.
9. Investigate the creation of alternate bus routes to transport visitors to Bondi Beach from suburbs other than Bondi Junction such as Coogee, Rose Bay, Edgecliff and Randwick.
10. The DoPI needs to provide further direction in the Liveable Cities Chapter on growth in established urbanised areas and actions for existing housing stock.
11. That further discussion with Council is needed on proposed web resources and means of implementing good design in established urbanised areas.
12. The strategy should provide direct guidance on what framework and processes will be implemented for code assessable housing and fast-tracking housing at a local level.
13. The strategy should provide further information on the potential implications for the retention of affordable housing when making subdivisions easier.
14. That further cross referencing of previous housing targets with adjusted targets be provided during the production of the Subregional Delivery Plans and advice provided on how they can potentially be supported in Waverley.
15. That local government housing and job targets that are to be specified under the Subregional planning process should be justified and based on evidence of what can be reasonably produced in each local government area.
16. That the Government commence discussions with the aim of developing incentives to encourage decentralisation from Sydney and growth of regional centres.
17. The Housing NSW investigation into the supply of affordable housing should be footnoted in the draft Strategy so that it can be referred to by Council.
18. The Liveable City chapter should include practical mechanisms on how affordable housing can be implemented at both the state and local level.
19. Councils need to be involved in community participation planning and the creation of engagement guidelines.
20. There is a need for further discussion on forms of housing such as backpackers accommodation and boarding houses and ways to regulate appropriate licensing and misuse of private dwellings for these alternate forms of residential uses.
21. The draft Strategy should include further discussion on the changing needs of an ageing population in regards to accessibility to housing, health and other services.
22. The strategy should clarify what aspects of regional planning are to be discussed in growth infrastructure plans and how funds for critical infrastructure are to be detailed, prioritised and allocated.
23. The strategy needs to specify what guidance is to be provided on wise water use and how will it be cross referenced with existing State plans and local plans such as the Metropolitan Water Directorate Water 4 Life resources and the Bondi and Bronte stormwater schemes.

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24. The strategy needs to expand on how land uses for social infrastructure such as cemeteries and crematoria are to be planned for and what implications there may be for existing cemeteries such as Waverley Cemetery.
25. State guidance is needed on practical funding mechanisms and value capturing to support the creation of community, cultural, recreational and social infrastructure.
26. The strategy should recognise that privately owned recreation facilities such as bowling clubs and tennis courts etc. have a role to play in providing recreation opportunities to the community and should be protected and prevented from redeveloping.
27. That there is a need for further actions on planning for safety, particularly for urbanised mixed use areas.
28. The strategy needs to expand on how heritage protection schemes will be implemented and how they will be cross referenced with the NSW Heritage Branch.
29. The strategy should specify how urban activation precincts have been identified and how renewal programs are to be prioritised and funded.
30. The strategy should establish targets to measure and track progress toward resource efficiency, environmental protection and improvement, and management of natural and human induced environmental hazards.
31. There needs to be a commitment by the NSW Government to undertake vital waste infrastructure planning and consideration of future management options.
32. Bondi Junction be nominated as an opportunity precinct for distributed energy, water and waste network and be recognised in the strategy accordingly. In this regard Council offers to work with the NSW Government in the near future to progress this project.
33. The NSW Government to give consideration to develop minimum energy and water requirements for commercial buildings of certain sizes in identified major centres and develop a rating tool to enable developers to achieve compliance.
34. The DoPI to provide guidance to Council's of how to manage coastal risk through the statutory planning process.
35. Action 22.5 in the Healthy and Resilient Environment chapter should be expanded to include and support the introduction of Water Sensitive Urban Design (WSUD) infrastructure in existing developed areas.
36. The strategy should make reference to the important link between Bondi Beach (one of Australia's most visited tourist destinations), Bondi Junction and onto Global Sydney.
37. The strategy should commit State funding to be provided to improve commuter safety at the Bondi Junction bus/rail interchange.
38. Investigate the improvement of public transport infrastructure to provide expanded cross suburban services to areas that are currently more reliant on motor vehicle transport such as Dover Heights and Vaucluse.

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Director, Planning and Environmental Services

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Attachments:

1. Map outlining the vision for Sydney in 2031
2. Map identifying proposed subregions
3. Map outlining priorities for Central Subregion

Figure 1: Vision for Sydney in 2031

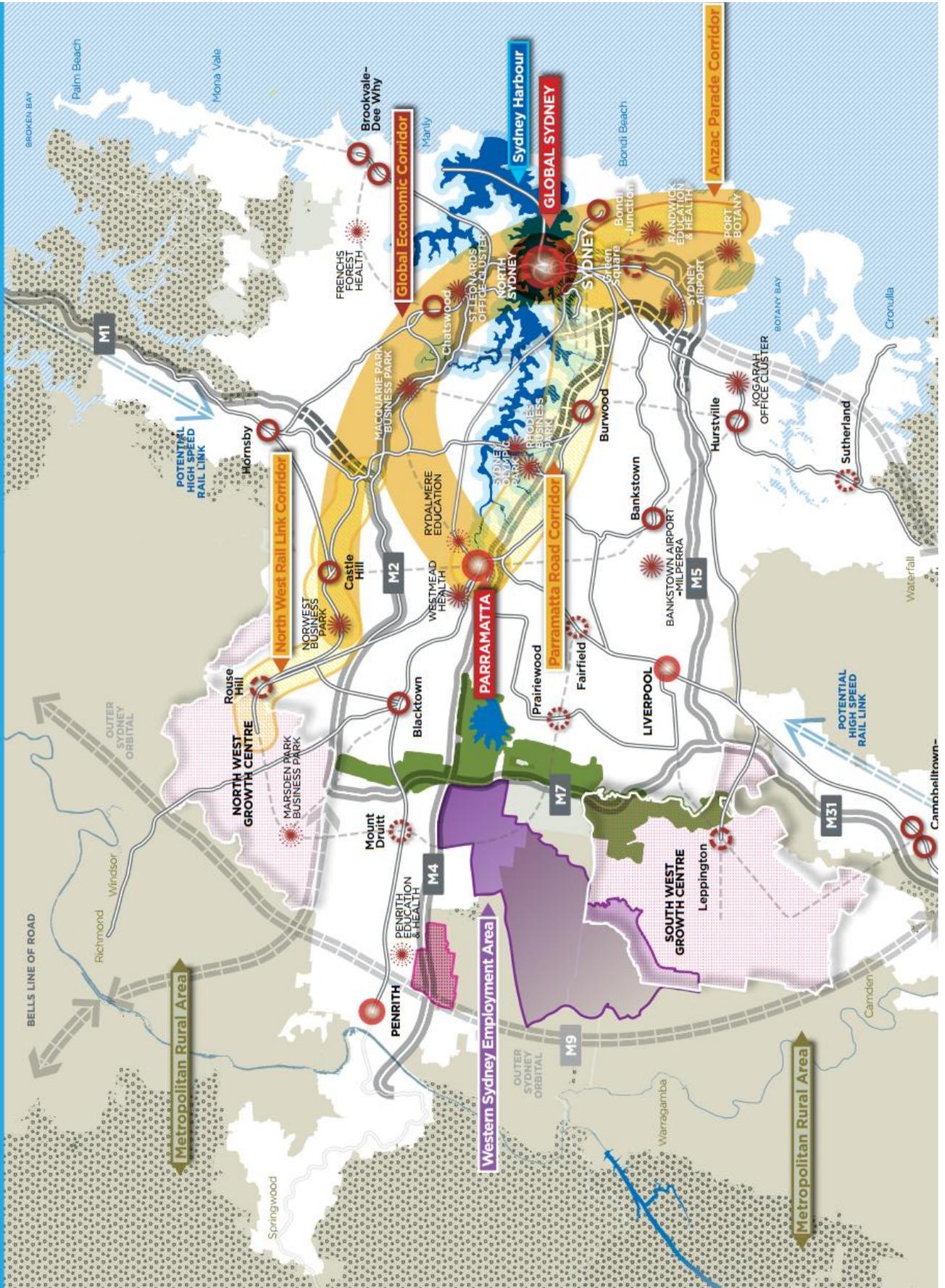
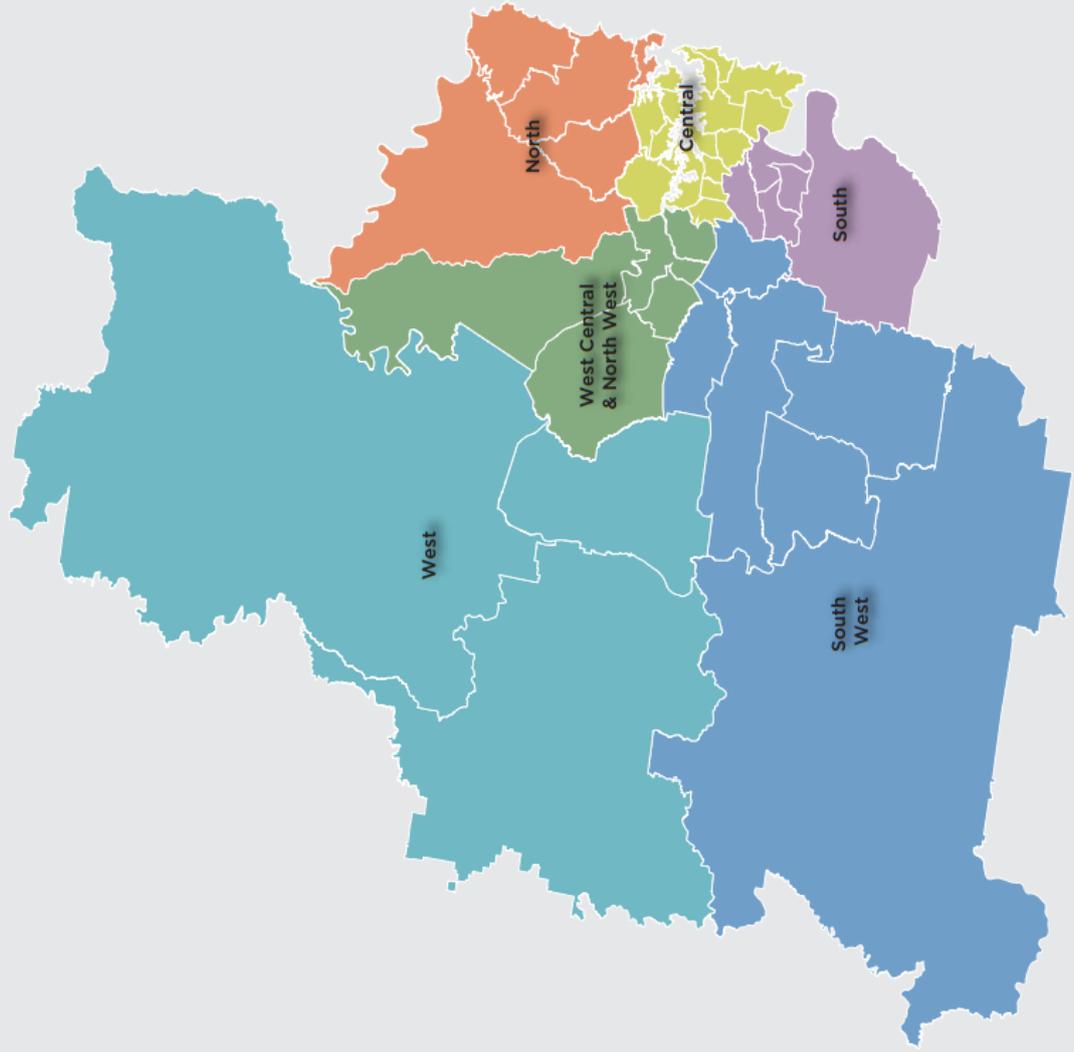


Figure 17: Sydney's Subregions - for consultation



- | | | | | |
|--|---|--|---|---|
|  <p>Central</p> <ul style="list-style-type: none"> Ashfield Botany Bay Burwood Canada Bay Hunters Hill Lane Cove Leichhardt Marrickville Mosman North Sydney Randwick Ryde Strathfield Sydney (City of) Waverley Willoughby Woollahra |  <p>North</p> <ul style="list-style-type: none"> Hornsby Ku-ring-gai Manly Pittwater Warringah |  <p>West</p> <ul style="list-style-type: none"> Blue Mountains Hawkesbury Penrith |  <p>South West</p> <ul style="list-style-type: none"> Bankstown Camden Campbelltown Fairfield Liverpool Wollondilly |  <p>South</p> <ul style="list-style-type: none"> Canterbury Hurstville Kogarah Rockdale Sutherland |
|--|---|--|---|---|

Metropolitan Priorities for Central Subregion

- GLOBAL SYDNEY**
 - Major Centre
 - Major Centre — Planned
 - Specialised Precincts
- City Shapers**
 - Global Economic Corridor
 - Parramatta Road Corridor
 - Anzac Parade Corridor
 - Sydney Harbour
- Transport**
 - Motorways — Existing Network
 - Motorways — Potential Expansion
 - Motorways — New Motorways
 - Mass Transit — Current & Committed
 - Mass Transit — Intermediate
 - Investigation for Transport & Urban Renewal
 - Potential Extension for Transit
 - Freight Rail
 - Intermodal Terminal
 - Railway Station
- Urban Area**
 - Metropolitan Urban Area
 - Industrial Land
- Environment**
 - National Park / Nature Reserve / State Conservation Area
 - Waterbody / River / Reservoir
 - Regional Park

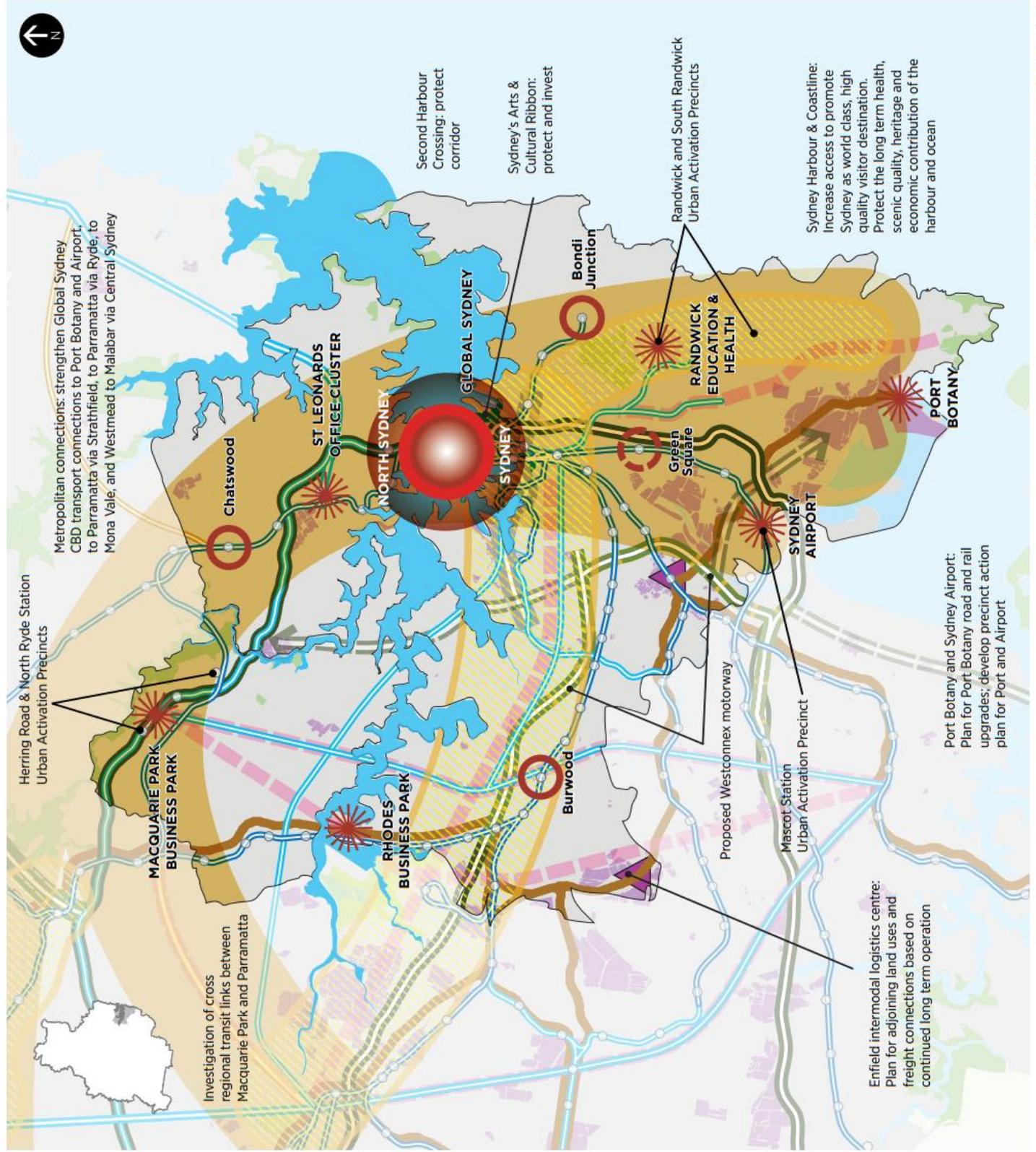


Figure 18: Central Subregion