



Urban
Growth
NSW

Community Feedback Report

Draft Parramatta Road Urban Renewal Strategy

May 2015

ISSUED AND AUTHORISED BY: URBAN GROWTH NSW

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Executive Summary

The Parramatta Road corridor is a priority for the growth and improvement of Sydney. The corridor has the potential to become a better place to live, work and socialise, with improved public transport, a better public domain and quality new development. UrbanGrowth NSW is leading an Integrated Project Team (IPT) comprising the Department of Planning and Environment, Transport for NSW, Roads and Maritime Services and the WestConnex Delivery Authority.

The Draft Parramatta Road Urban Renewal Strategy was released for public comment from November 2014 to February 2015. A total of 1,006 community members and stakeholders provided comment on the Draft Strategy via a number of feedback mechanisms. In addition, 689 members of the community completed an online survey.

Across the Corridor the following major themes were identified in the feedback:

- Improvements to public transport are required to support growth and reduce traffic.
- Active travel (walking and cycling) should be enabled within the corridor.
- Increased density will impact on urban amenity.
- Additional social infrastructure is required to accommodate the increase in population.
- The economic benefits of the Draft Strategy should be investigated.
- The Draft Strategy lacked detail and there was insufficient engagement.
- The WestConnex project.
- Concerns that heritage items and areas will not be protected.
- Local roads and parking will be impacted by the urban renewal.

The Draft Strategy identifies eight proposed urban renewal precincts. Feedback was received from the community and stakeholders on each precinct. The level of support for the potential growth varied between precincts, and was reflected in the number of stakeholders who provided comment. For example, Auburn Precinct received comments from 15 stakeholders whilst Taverners Hill received comments from 542 stakeholders.

Survey results indicated the most common words used to describe Parramatta Road were:

- Congested
- Horrible and unpleasant
- Degraded and dilapidated.

When asked to describe a preferred Parramatta Road in the future, the key themes identified were:

- A more enjoyable and pleasant place to be
- More visually attractive with green spaces
- Improved pedestrian, cycling and public transport facilities.

Community feedback on the Draft Parramatta Road Urban Renewal Strategy will be considered during further planning work being undertaken by UrbanGrowth NSW and collaborating Councils to develop the next version of the Draft Strategy and Integrated Land Use and Transport Concept Plan.

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1 Background

The Parramatta Road Urban Renewal Program is being led by UrbanGrowth NSW, the NSW Government's urban transformation delivery organisation. UrbanGrowth NSW's ambition is to transform city living so that it is more vibrant, connected and healthy for all, now and for many years to come.

The Integrated Project Team (IPT) led by UrbanGrowth NSW comprises the Department of Planning and Environment, Transport for NSW, Roads and Maritime Services and the WestConnex Delivery Authority.

The Draft Parramatta Road Urban Renewal Strategy, which includes an Integrated Land Use and Transport Concept outlines the potential for the Corridor based upon evidence and information gathered so far.

In preparing the Draft Strategy, UrbanGrowth NSW has undertaken:

- Studies of the Corridor
- Interactive workshops with councils and advisors
- Meetings of a community panel with speakers on urban planning and transport
- More than 150 meetings with councils and stakeholders.

The Draft Parramatta Road Urban Renewal Strategy was released for public comment from November 2014 to February 2015. This report presents a summary of the feedback received. A total of 1,006 members of the community and stakeholders provided comment on the Draft Strategy through a number of feedback mechanisms including an online survey, an online feedback and enquiry form, email to the project team, contact at the Public Display Office, through the 1300 phone number and direct mail to the UrbanGrowth NSW Parramatta Office.

2 How we engaged

The Draft Parramatta Road Urban Renewal Strategy was released for public comment for a period of 12 weeks from 25 November 2014 to 12 February 2015. The engagement opportunities and supporting materials for the Draft Strategy included:

- Announcement from Minister for Planning Pru Goward MP
- The New Parramatta Road website, www.newparramattard.com.au
- Advertisements in 22 local and community language newspapers and print media
- Distribution of 66,000 community news flyers along the Corridor
- The New Parramatta Road Facebook page and Twitter account
- Presentations about the Draft Strategy to the University of New South Wales, University of Western Sydney and University of Technology Sydney
- A one minute overview video and a three minute video titled a 'Day in the Life' of Parramatta Road
- A series of six topic factsheets (Precincts, Governance and Planning, Urban Renewal and Housing, Transport, Active Transport and an Overview of the Draft Strategy). The overview factsheet was translated into the ten most common non-English languages spoken across the Corridor.

Supporting materials were available on the project website, at the display office and at the two community information sessions, as outlined below:

- Public Display Office in North Strathfield. The office was open six days a week including extended hours on Thursdays and Saturday mornings, from 2 January to 12 February 2015 and had over 200 visitors.
- Meetings with landowners, interest groups and schools along the Corridor.
- Two community information sessions, on 31 January 2015 at the Granville Town Hall and 7 February 2015 at the Ashfield Town Hall. Over 200 members of the community attended the information sessions.
- 200 meetings with councils and/or MPs.
- UrbanGrowth NSW has established a number of working groups that involve councils including a Mayoral Forum and State Local Partnering Group.
- Council staff from collaborating councils have been seconded to the Integrated Project Team to help develop the urban renewal strategy.

Feedback on the Draft Strategy was encouraged through the advertising material, at the display office and at both community information sessions. There were a number of avenues available for the community and key stakeholders to provide feedback, including:

- Online survey available at www.newparramattard.com.au
- An online feedback and enquiry form
- Email or letter to the project team
- Contact through the 1300 phone number
- Direct mail to the UrbanGrowth NSW Parramatta Office.

3 Who provided feedback

Throughout the 12 week display period feedback was collected through a variety of mechanisms, as outlined in Chapter 2. A total of 1,779 responses providing feedback on the Draft Strategy were received across each of the feedback mechanisms, as presented in Figure 1.

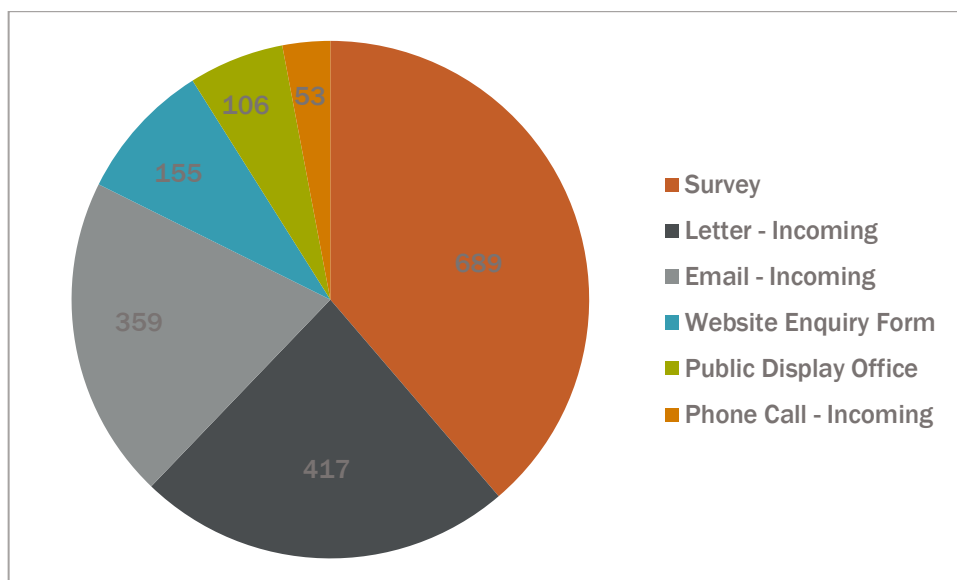


Figure 1 Number of responses received through each of the feedback mechanisms

Whilst the majority of feedback was received from members of the community, key stakeholder groups also provided formal written responses. These stakeholders included the following government agencies, councils and peak bodies:

- Auburn Council
- Ashfield Council
- Burwood Council
- City of Canada Bay Council
- Leichhardt Council
- Marrickville Council
- City of Parramatta Council
- NSW Department of Education and Communities
- NSW Land and Housing Corporation
- Shelter NSW
- Strathfield Council
- Sydney Airport Corporation
- Southern Sydney Region of Councils
- Sydney Water
- Sydney Olympic Park Authority
- City of Sydney Council
- Urban Taskforce.

In providing feedback on the Draft Strategy, members of the community and stakeholders were not required to provide personal information. Therefore respondents' place of residence, age and gender were not captured.

Information obtained from the survey questions, particularly in relation to priority improvements for Parramatta Road and the need for additional housing was able to be analysed by the postcode of the respondent. This information enabled an assessment of the views of those respondents who resided within the Corridor in comparison to those residing outside the Corridor. Demographic details of the survey respondents are provided in Appendix A.

4 What we were told

The community and stakeholders were invited to comment and provide their feedback on any element or precinct in the Draft Strategy.

Analysis of the feedback has been divided into two broad categories. Section 4.1 contains a high level summary of the feedback received on the entire Parramatta Road Corridor. Section 4.2 provides an overview of the feedback specific to each of the eight precincts.

Respondents were also able to complete an online survey which asked specific questions about the Draft Strategy, including:

- Current views about Parramatta Road
- Views about how Parramatta Road should look in the future
- Priority improvements for Parramatta Road
- Need for additional housing.

Analysis of the survey responses to these questions commences in Section 5.1. The survey was the only mechanism to obtain demographic information from the respondents.

4.1 Major themes from feedback across the Parramatta Road Corridor

A thematic analysis has been conducted on the feedback received across the Corridor via the feedback mechanisms outlined in Chapter 2. The following presents a summary of the general themes and issues raised by the community and stakeholders.

4.1.1 Improvements to public transport

Improvements to public transport to reduce existing traffic congestion:

- New modes of transport should be incorporated into the public transport system.
- An underground metro or a rapid transit system may be another public transport option.
- Better integration between transport modes.
- More frequent train services.
- Improved bus services including better connections between the inner west and Parramatta.

Installation of light rail:

- Installation of light rail along the Parramatta Rd Corridor is the preferred transport option.
- Light rail is a possible solution for reducing the heavy reliance on cars and thus traffic congestion.
- The existing light rail services should be extended into the areas that have been designated for an increase in density.

Concerns regarding the installation of light rail:

- Installing light rail would remove a lane of traffic from Parramatta Road thereby increasing congestion. Focus should be on building on existing services, such as buses, rather than investing in an additional mode of public transport.
- If parking were to be removed to develop light rail, then existing businesses along Parramatta Road would suffer.

4.1.2 Encouragement of active travel within the Parramatta Road Corridor

Include planning for active travel:

- Investigate opportunities that will enable people to live and work locally, reducing the need for vehicular travel and encourage 'car lite' development.
- Require new developments to have ample, convenient and secure bicycle parking.
- Commit to providing signalised cycling crossings at intersections along the Corridor.
- Ensure planning for cycling is undertaken in the initial phases of planning.
- Allow for cycleways along or adjacent to Parramatta Road.
- Reduce or relocate street furniture and traffic signal boxes to increase space within the road Corridor for walking and cycling.
- Include within the revitalisation of Parramatta Road a fully connected, separated system of cycleways that connect to a broader Sydney region wide facility.
- Adopt the principle of prioritising walking, riding, and public transport above personal car use.

4.1.3 Changes to planning controls to allow for an increase in density

Impact of an increase in the permissible building height and density:

- An increase in building height would impact on the amenity of surrounding areas due to overshadowing and the creation of wind tunnels.
- High rise developments would impact on the general sense of community. Respondents suggested that height limits be restricted to three storeys.
- High rise development is out of character with the local area and streetscape.
- Concern that an increase in density would place additional pressure on existing infrastructure.

Zoning:

- The process of rezoning will only benefit the developers.
- There is ample capacity for development on Parramatta Road and therefore there is no need to re-zone current residential areas adjacent to Parramatta Road.

Relationship between State and Local Government:

- Concern that the State Government is able to override local government decisions regarding compulsory acquisition of private property.
- Concern that Government planning laws will override local council laws.

Uncertainty regarding what is proposed in the Draft Strategy with regard to changes to building controls:

- Not possible to know what density and height limits are being proposed for each area.
- Would like to know the proposed new zoning, Floor Space Ratio, heights at an individual property level.
- Very little detail provided in relation to the locations proposed for re-zoning.

4.1.4 Provision of additional social infrastructure to accommodate the increase in population

The provision of open space and recreation facilities:

- No new open space has been identified to accommodate the proposed increase in population.
- With more people in high rise apartments there will be a greater need to create public recreation spaces.
- The inner west has one of the lowest per capita rates for the provision of open space.
- Sporting facilities are already at capacity.

Consideration to be given to health and education facilities:

- The Draft Strategy does not discuss the increased demand that will be placed on facilities such as schools, community centres and hospitals, some of which are already at capacity.
- Any development must begin with a strategy plan for the provision of infrastructure including childcare, green space, health, education and public transport facilities.

The provision of affordable housing:

- What is meant by the term 'housing choice'?
- The Draft Strategy does not specify the type of housing or the proportion that will be allocated as social or affordable housing.
- The Government should provide a commitment for the provision of affordable housing.

4.1.5 Economic benefits of the Draft Strategy

Opportunities for businesses:

- Parramatta Road as a main arterial road should be a conduit for economic activity.
- Focus should be on ways to bring businesses back to Parramatta Road.
- More retail activation, nightlife and entertainment opportunities.

House prices:

- The lack of housing supply is increasing house prices. An increase in density should improve housing affordability.
- Concern that WestConnex and implementation of the Draft Parramatta Road Urban Renewal Strategy will decrease house prices.

4.1.6 Feedback on the Public Display

Information within the Draft Strategy:

- There was no detail regarding building heights, density and any proposed re-zonings.
- Information was requested at the individual property level rather than the broader Corridor-wide detail that was provided in the Draft Strategy.
- The Draft Strategy should have included supporting background studies, including public transport, social infrastructure and traffic studies.
- There was very little information within the document to provide feedback on.
- Confusion that the areas shaded in red related to the level of density rather than being areas identified for potential density. Consequently it was assumed that many of the Parramatta Road Corridor and precinct sites would be redeveloped with 25 storey buildings.
- How do the suburbs of Breakfast Point or Crows Nest relate to the identified precincts?
- What is the process for changing local planning controls?

Comments regarding the engagement activities:

- Engagement activities occurred over the Christmas holiday period.
- Only two community information sessions were held when there were reports of 140 events planned.
- The map was amended during the last week of the Public Display period to reflect the change to the WestConnex alignment.
- The project was not advertised sufficiently resulting in a lack of awareness across the Corridor about the Draft Strategy.
- Any decisions regarding the Draft Strategy have already been made.

4.1.7 Feedback regarding the WestConnex project

Feedback regarding WestConnex:

- The \$15 billion cost of the WestConnex project is a waste of money.
- Concerns regarding air quality as a result of the tunnel and particularly in regard to the ventilation stacks.
- The motorway will not be able to address current or future road capacity.
- Can UrbanGrowth NSW verify the claims that WestConnex will reduce traffic on Parramatta Road?
- The WestConnex toll will result in increased traffic on Parramatta Road.
- UrbanGrowth NSW, like the WestConnex Delivery Authority, has the ability to acquire properties within the areas identified for development intensity.

4.1.8 Concerns that heritage items and areas will not be protected

Heritage items would not be preserved:

- Heritage items and surrounding curtilage will not be preserved or respected.
- UrbanGrowth NSW should give a commitment to protecting heritage areas and heritage listed homes.

Ensuring that new development relates to existing heritage:

- High density buildings will not relate to heritage streetscapes.
- New developments will not adhere to the controls within existing heritage conservation areas.

4.1.9 Impact on local roads and parking

Impact on local roads:

- Local roads are already at capacity particularly within the area of Burwood, the entrance to the M4, Homebush, North Strathfield and the Sydney Markets.
- The proposed increase in density will increase traffic congestion on local roads that have not been designed to accommodate high levels of traffic flow.
- Houses could be acquired to realign or widen roads to accommodate the increase in traffic flow.
- If apartments are developed without adequate provision of parking then this will place additional pressure on existing parking spaces.

4.2 Feedback by individual Precinct

The following section provides an overview of feedback received from the community and stakeholders in relation to the eight precincts identified within the Draft Strategy.

4.2.1 Camperdown

A total of 97 stakeholders provided feedback on the Camperdown Precinct. This included letters from the following Government agencies:

- City of Sydney
- Leichhardt Council
- NSW Land and Housing Corporation.

Impact of WestConnex:

- The impact of traffic particularly in regards to the current indicative entry and exit points and the noise and the pollution that will be generated as a result.
- Concern about the location of the ventilation stacks.
- Concern that Camperdown Park will be adversely affected by the Draft Strategy.

Development will add vibrancy to the area:

- Camperdown needs more vibrant living, increase in apartments and cafés.
- Instead of Harold Park as a development model the focus should be on Orphan School Creek and the City Quarter on the site of the former Royal Alexandra Hospital for Children.
- The area will benefit from an increase in vibrancy as a result of additional residential and commercial properties, including restaurants, cafes, small boutiques and retail shops.

Ensuring that the character of the area is preserved:

- Camperdown is as old as Sydney Town and Sydney Cove and its history should shape its future.
- Local residents were attracted to the area because of the historic nature of the suburb and the streetscape of small, single story, heritage-type houses.
- It was suggested that any increase in density would have to be sensitive to the existing character of the area.

Infrastructure will need to be improved to accommodate the increase in population:

- The increase in density will not be supported by the infrastructure required to support the additional population.
- Schools and childcare within the surrounding area are already at capacity.
- The mix of residential and retail development should also factor in other infrastructure needs like schools and transport.
- Reassurance that the provision of infrastructure has been taken into consideration in the detailed planning of the precinct.

Other concerns

- The naming of the Camperdown Precinct is misleading and it should be named Annandale or Annandale/Camperdown.

4.2.2 Leichhardt

A total of 65 stakeholders provided feedback on the Leichhardt Precinct. This included letters from the following Government agencies:

- Leichhardt Council

Social infrastructure:

- The Draft Strategy does not identify any new open space to cater for the proposed increase in population in the Leichhardt and Taverners Hill Precincts.
- The Draft Strategy does not give any commitment to protecting and expanding parks.
- New schools, child care centres, parks and healthcare services will be required to accommodate the increase in population.
- Schools and childcare centres in the area are already at capacity.

Existing character:

- High rise buildings are out of character with the area and will destroy the suburban, historic nature of the suburb.
- Leichhardt should remain as a vibrant, unique and liveable community.
- Large apartment buildings discourage pedestrian activity in and around the area.
- UrbanGrowth NSW should make a commitment to safeguarding heritage areas and heritage listed homes.
- Leichhardt is a small neighbourhood with quiet streets and federation style houses and this should be preserved.

Impact on local roads:

- The proposed developments will result in thousands more car movements on local roads.
- Roads will need to be widened to accommodate additional car movements.
- Concern that properties will be acquired to create wider roads.
- The Draft Strategy does not outline public transport initiatives to accommodate the population growth.

WestConnex:

- Concern about the pollution from potential exhaust stacks proposed as part of WestConnex
- Would like formal confirmation regarding location of WestConnex Interchanges.

Development potential in the Leichhardt Precinct:

- Interest in specific development opportunities was received from nine landowners within the Precinct.
- A number of property owners provided information regarding development plans or applications that would be consistent with the Draft Strategy.
- Responses were also received acknowledging the inevitability of the city's growing and changing.
- There was an understanding that Leichhardt as an inner city suburb was appropriate for increasing density and that the Draft Strategy would restore life and business opportunities to this region.

Financial impact:

- The changes in the Leichhardt Precinct will have an adverse impact on property value.

4.2.3 Taverners Hill

The Taverners Hill Precinct, particularly regarding the area surrounding Petersham Park, was the most contentious precinct. In addition to feedback from 542 members of the community who provided feedback on the Precinct through the survey, email address and online enquiry form, 418 individual letters were submitted to UrbanGrowth NSW following an event coordinated by the 'Save Petersham Park' group. The following provides a brief summary of the key issues raised. A more detailed analysis of the individual responses is provided in APPENDIX B. A letter was also received from Leichhardt Council.

Impact on local sense of community:

- Petersham Park is the focal point of the local community and it should be preserved.
- The increase in density will alter the image and identity of the community.

Protection of local heritage:

- Petersham Park, the oval and the surrounding properties have substantial heritage significance and are located within a heritage conservation area.
- The suburb contains a visual history of Sydney.
- Petersham Park is the site where Donald Bradman made his first century and in 1908 the Park was the birth place of Sydney Baseball.
- UrbanGrowth NSW should guarantee the protection of Heritage Conservation Areas.

Concerns regarding high development:

- No buildings within the precinct to be above four storeys.
- No high rise within 500m of Petersham Park.
- High rise developments are not conducive to creating a sense of community.
- High rise buildings will overshadow the Park.

Impact on supporting infrastructure:

- UrbanGrowth NSW to provide a commitment to protect and expand public open space.
- Local schools and childcare facilities are already at capacity.
- More clarity is needed on the social infrastructure required to support density.

Impact on traffic and congestion:

- Traffic congestion is already at its peak.
- Parking on local streets is already at capacity.
- Safety in the area will be compromised due to an increase in traffic.

Other concerns:

- UrbanGrowth NSW will acquire properties as part of the urban renewal project.
- Petersham Park is home to the long nose bandicoot which has been identified as a threatened species.
- Egress from new developments on Parramatta Road should not be allowed on Station Street.

4.2.4 Kings Bay

A total of 51 stakeholders provided feedback on the Kings Bay Precinct. This included letters from the following Government agencies:

- Ashfield Council
- City of Canada Bay Council.

Development potential In Kings Bay Precinct:

- Interest in specific development opportunities was received from nine landowners within the precinct.
- This part of the Parramatta Road Corridor would benefit from an increase in density.
- Land between Parramatta Road and Queen Street could be converted from the existing industrial site into a new master planned centre for Parramatta Road.

Traffic congestion:

- The precinct already experiences significant traffic congestion and won't be able to accommodate additional growth.
- The local roads, for example Queens Road, are too narrow to accommodate a further increase in traffic.
- The Great North Road, Ramsay Street, Queens Road and Lyons Road are significantly congested.
- The onsite parking in the proposed apartment complexes will substantially increase traffic in the area and there has been no consideration as to how this will be accommodated.
- There is no access across Parramatta Road, consequently Canada Bay and Kings Bay are isolated from Croydon and Burwood.

Public transport:

- The precinct is not located in close proximity to good public transport.
- Only bus transport is available in easy distance of Kings Bay.

Social Infrastructure:

- Inadequate social infrastructure to accommodate needs of future population such as schools, healthcare etc.
- The inner west already has one of the smallest open space per capita rates in the Country. The Draft Strategy does not consider the provision of open space and sporting facilities in the precinct.

Concern about the impact of high rise apartment:

- High rise development will destroy the existing character of the local area.
- High rise buildings may overshadow and reduce the privacy on the adjacent dwellings.
- A visual impact analysis should be undertaken to assess the impact of the proposed building heights.

Other concerns raised:

- Infrastructure in the area will have to accommodate the additional population as a result of the Bays Precinct development.
- A flooding study will need to be undertaken particularly at the intersection of Williams Street and Queens Road as this area floods during downpours.
- Wychbury Avenue and Alexandra Avenue are a designated Heritage Conservation Precinct under Burwood Council planning and conservation regulations. This area should not be part of the Kings Bay Precinct.

4.2.5 Burwood

A total of 106 stakeholders provided feedback on the Burwood Precinct. This included letters from the following Government agencies:

- City of Canada Bay Council
- NSW Land and Housing Corporation.

Potential development in Burwood Precinct:

- Interest in specific development opportunities was received from nine landowners within the precinct.
- A letter signed by 44 resident owners in the precinct of Milton Street, Archer Street, New Street, Esher Street and Shaftesbury Road was received stating their support for development intensity as well as a willingness for their sites to be amalgamated.
- The Draft Strategy provides an opportunity to extend the existing Town Centre and bring life back to the area.
- Burwood Road is in need of renewal and is in an ideal location to become the gateway to the precinct.
- High density development is appropriate in the area between Shaftesbury and Burwood Roads but only when they add to community liveability with quality street space freed up.

High rise developments will impact on the character of the area:

- An increase in building height would have a detrimental impact on the local sense of community.
- The current Burwood Local Environmental Plan height plane should be maintained.
- How will the new development relate to the existing sites?
- Suggested that building controls be put in place so that residential development maintains a high quality, unlike the 'Burwood Towers' located along the rail line.

Impact on local heritage:

- Concern that heritage buildings and facades within the Burwood area will not be preserved.
- The block bounded by Crane Street, Broughton Street, Stanley Street and Burwood Road is a heritage conservation area and this will need to be carefully considered to mitigate any potential impact.

Social infrastructure:

- Burwood area has one of the lowest rates of open space per capita.
- Social infrastructure will need to be upgraded to accommodate the increase population.
- High density development should allow for land to be converted into additional plazas and parks.
- An infrastructure plan including local social infrastructure, open space and proposed new street layouts should be developed prior to any consideration of high density.
- Any increase in density within the area would need to be accompanied by the timely provision of infrastructure, particularly in relation to the roads, public transport and social infrastructure.

Traffic:

- Would like to see a review of accurate projections for local traffic as more people in the area will bring more cars.
- Parking in the area is limited and this will worsen with the increase in residents.
- The local road network, particularly along Burwood Road, will not be able to accommodate the increase in traffic generated by the additional population.

Other concerns:

- In times of heavy rain the area between Alfred and Lang Streets Croydon floods overdevelopment would further exacerbate this issue.
- Parramatta Road currently divides Burwood.
- Concern regarding the potential for property acquisitions.

4.2.6 Homebush

A total of 95 stakeholders provided feedback on the Homebush Precinct. This included letters from the following Government agencies:

- Strathfield Council
- City of Canada Bay Council.

Development potential in Homebush Precinct:

- Interest in specific development opportunities was received from 15 landowners within the precinct.
- It will bring more houses and more jobs to this area.

- The density proposed for Homebush should be located towards Strathfield train station (ie: Cooper St/Leicester Ave) because it is the best serviced train station in the district.
- There are opportunities along Parramatta Road in the Homebush Precinct, particularly the used car sales lots.
- If residential high-rise is to be introduced, it should be introduced close to North Strathfield, Homebush and Flemington stations, where residents can easily access heavy rail services.

Supporting social infrastructure required:

- Social infrastructure services and facilities will be required to cater for the additional population including health facilities and hospitals, schools, police stations, childcare centres and supermarkets.
- Consideration must be given to recreation facilities as well as education and health.
- There should also be increased connectivity and open space, which can be achieved by allowing higher but slender built forms and use of value capture mechanisms such as voluntary planning agreements.
- Private roads and ambulance transport routes should be considered between the hospitals that service the area including Concord, Canterbury and Royal Prince Alfred hospitals.
- Concern there will be insufficient infrastructure to support the proposed number of dwellings.
- Are the sewerage and storm water systems able to accommodate the increase in population?

Impact on local traffic and parking:

- Concern regarding the combined impact of WestConnex and the increase in density proposed.
- The existing road network is at capacity and cannot accommodate any further increase in residents.
- A number of regional facilities in the area such as Flemington Markets, Sydney Olympic Park, Costco and the Direct Factory Outlet shopping centre attract large crowds on event days and weekends generating significant volumes of traffic which will increase with a further increase in population.
- Recent high rise developments have had a significant impact on infrastructure in the area and have created traffic and road congestion.
- Roads within the area that are already considered to be at capacity include Concord Road, Burwood Road, Underwood Road, Pomeroy Street, George Street and Homebush Bay Drive.
- Parking within the area is already at capacity and this will be exacerbated by the number of apartments proposed.
- Large developments should be located on sites where there are multiple access points to major roads to disburse the traffic generated by the development.
- Improvements in public transport will be required to avoid over congestion.

Against the development proposed in the Draft Strategy:

- Concern that UrbanGrowth NSW has the ability to acquire properties.
- Why is it planned that 33% of the overall population growth will be in Homebush even though it only represents less than 10% of the length of Parramatta Road?
- The precinct is at capacity in regards to local infrastructure and traffic congestion that it will not be able to accommodate the additional dwellings.

Urban design:

- How the new developments would relate to existing buildings within the precinct particularly in relation to the transition from low to high density.
- A high level of consideration should be given to the urban design of the proposed new buildings.

Concerns regarding the impact of WestConnex:

- The M4 widening will further exacerbate congestion on roads that are considered to be currently at capacity in the area.
- Do not want high rise developments particularly like those in the suburbs of Strathfield, Meadowbank, Top Ryde and even Breakfast Point.
- Where are the ventilation stacks for WestConnex going to be located and how do they relate to the proposed areas of high density?

4.2.7 Auburn

A total of 15 stakeholders provided feedback on the Auburn Precinct. This included letters from the following Government agencies:

- Auburn Council
- NSW Land and Housing Corporation.

Development potential in Auburn Precinct:

- Interest in specific development opportunities was received from 10 landowners within the precinct.
- Support for the Parramatta Road Urban Renewal process.
- Clarification sought regarding the determination of the number of dwellings for each of the Precincts, particularly why Auburn received substantially fewer dwellings than Granville Precinct.
- Recognition of the opportunity presented by the Highgate Planning Proposal as a new local centre within the Draft Parramatta Road Urban Renewal Strategy.

Opportunities for the Auburn Precinct:

- Rawson Road and the streets that connect to Parramatta Road need revitalisation. The footpaths and trees are in disrepair.
- A tram connecting Auburn to Parramatta Rd would diversify the transport within the precinct.

Opposition to development in the Auburn Precinct:

- The precinct is too far from public transport and there is no supporting infrastructure.

4.2.8 Granville

A total of 40 stakeholders provided feedback on the Granville Precinct. This included letters from the following Government agencies:

- Parramatta City Council
- NSW Land and Housing Corporation.

Development potential in Granville:

- Support for development in Granville particularly to activate the area north of the train line.
- Interest in development opportunities in Granville.
- Queries received regarding the proposed heights for specific sites within the precinct.
- Granville's potential has been under-realised for a long time.

Concerns regarding access to and through the Granville Precinct:

- The train line and Parramatta Road divide the suburb and restrict access through the precinct.
- Transport linkages to and from the precinct will need be improved.
- The precinct is currently difficult to access due to a lack of parking and poor rail and bus links.

Heritage:

- The historical precinct in Granville around Jamieson Street and the northern end of The Avenue should be preserved.

5 Survey responses

The online survey was completed by a total of 689 members of the community. This chapter presents the results from quantitative questions. The final open ended question has been incorporated into the findings in Chapter 4.

5.1 Current views about Parramatta Road

Survey respondents were asked to list three words or phrases that describe Parramatta Road. The most common themes resulting from this question can be seen in Figure 2. The top five were:

- Highly congested
- An unpleasant area
- Degraded and dilapidated
- In need of renewal
- Polluted.

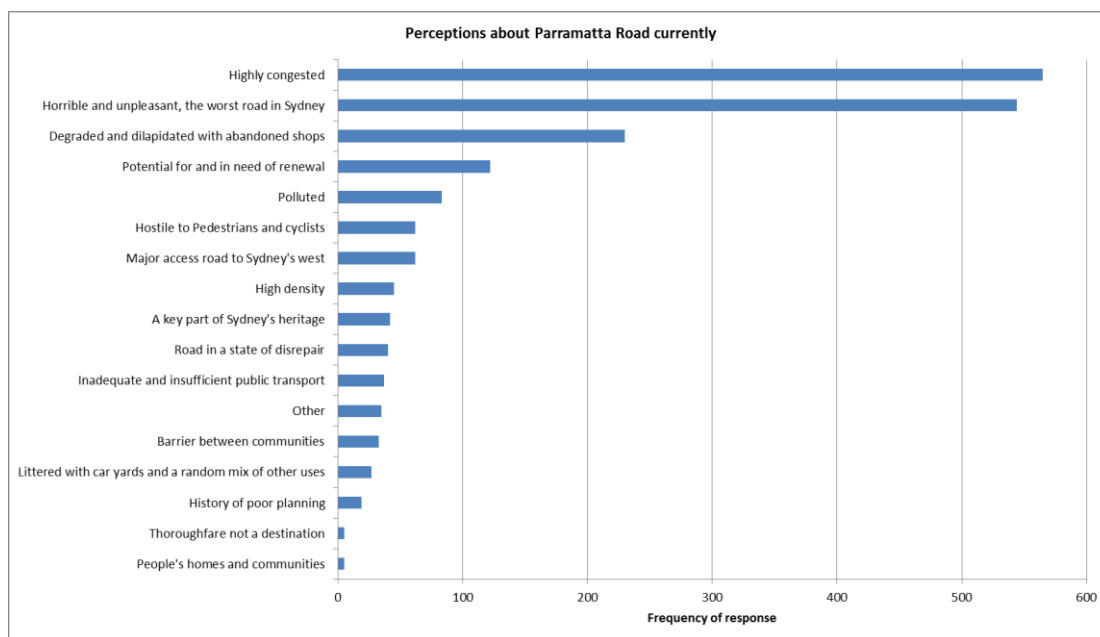


Figure 2: Words and phrases used to describe Parramatta Road currently

5.2 Views about how Parramatta Road should look in the future

The second question of the survey asked respondents to list three words or phrases that describe how they would like the Parramatta Road Corridor to be in the future.

The most common themes resulting from this question can be seen in Figure 3. Many respondents want to see Parramatta Road as:

- A more enjoyable and pleasant place to be
- More visually attractive with more green spaces
- Having improved pedestrian, cyclist and public transport facilities
- Having decreased congestion with fewer heavy vehicles on Parramatta Road.

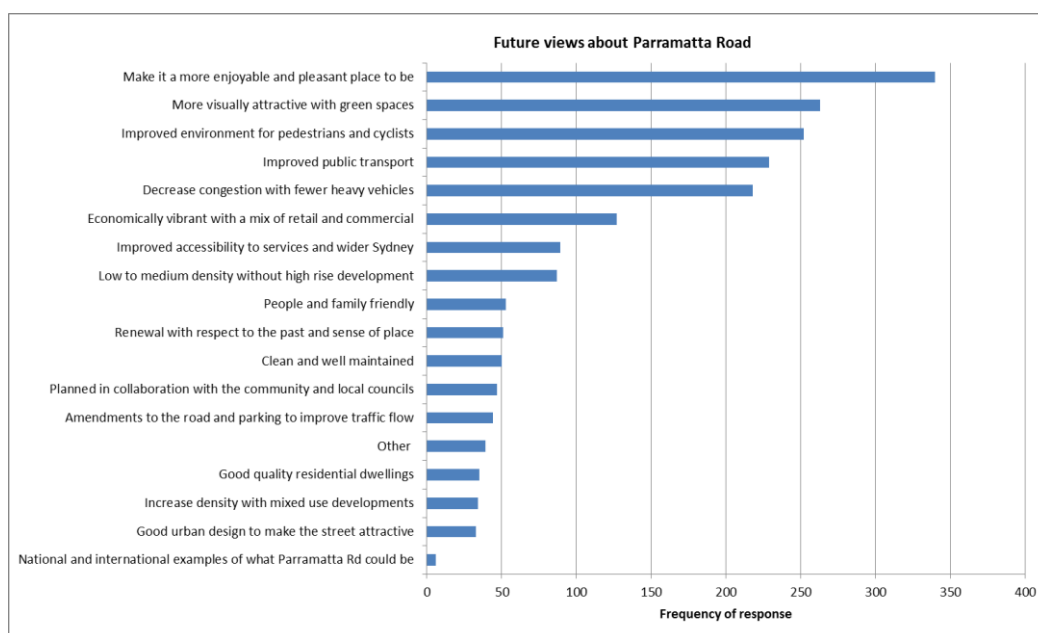


Figure 3: Respondents' views about how Parramatta Road should be in the future

5.3 Priority improvements for Parramatta Road

Survey respondents were given a list of improvements that could be made to Parramatta Road, and were asked to rank the first three things they would do to improve the Parramatta Road Corridor, from 1 = most important, to 3 = least important. Figure 4 shows the list of improvements given to respondents.

'Improved public transport services' and 'safer and better cycle routes' were considered the highest priority improvements for Parramatta Road. This was followed by 'more trees', 'easier pedestrian crossing over Parramatta Road', and 'easier north/south vehicle movements across Parramatta Road'. 'Better street lighting' was considered the least important.

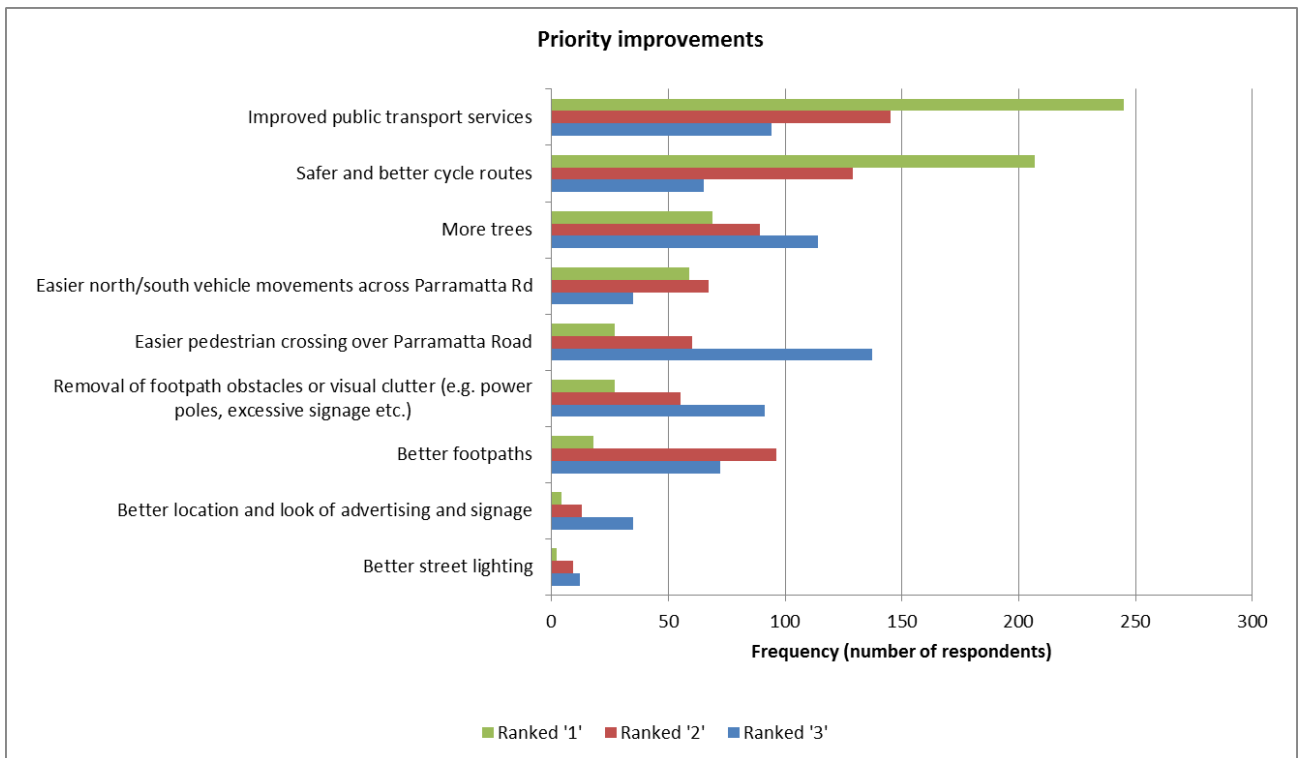


Figure 4: Priority improvements for the Parramatta Road Corridor

5.4 Need for additional housing

The fourth question in the survey asked respondents to indicate how strongly they agreed or disagreed with the following statement:

To cater for Sydney's population growth, additional housing will need to be provided within the Parramatta Road Corridor.

Just over half of respondents to this question agreed or strongly agreed that there is a need for additional housing (53%, n=682).

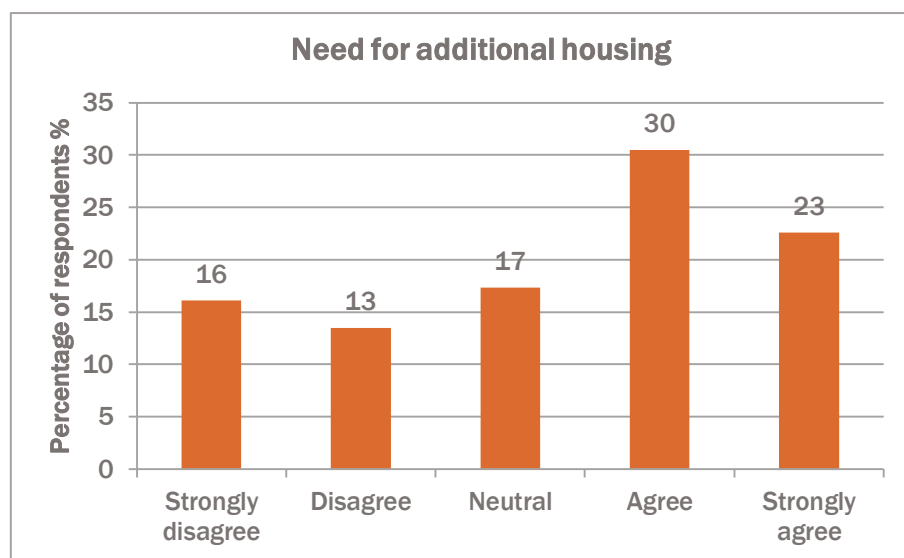


Figure 5: Respondents' views about the need for additional housing

When the responses were compared between people who lived within the Corridor, and those that lived outside the Corridor, respondents that lived outside the project Corridor were significantly more likely to indicate a need for additional housing than those living inside the project Corridor ($H=3.886$, $p=0.049$, $n=580$)¹. The classification of inside or outside the Corridor was based on the survey respondent's postcode. 63% of respondents who reside outside the Corridor agreed or strongly agreed that more housing was required within the Corridor compared with 51% of respondents who reside within the Corridor.

¹ **Kruskal-Wallis tests (H) were used to identify significant differences between ordinal or continuous variables for two or more independent groups.**

p refers to the level of significance. When p is less than 0.05 it indicates a significant bivariate relationship.

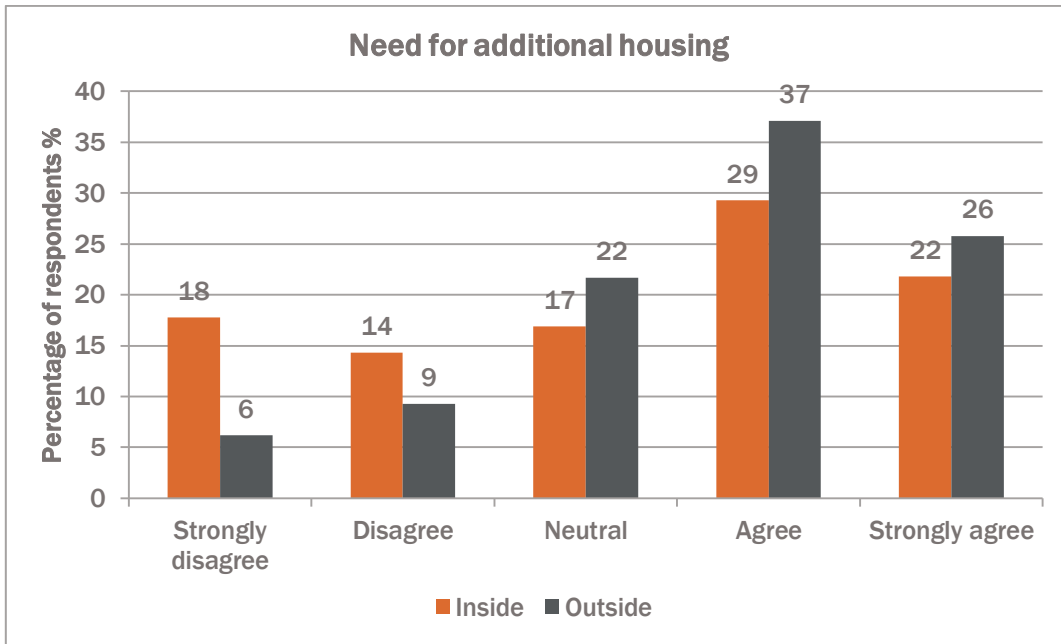


Figure 6: Respondent views about the need for additional housing inside and outside the project Corridor

6 How the feedback will be used

Community feedback on the Draft Parramatta Road Urban Renewal Strategy will be considered during further planning work currently being undertaken by UrbanGrowth NSW to develop the next version of the Draft Strategy and Integrated Land Use and Transport Concept Plan. The team is working closely with representatives of the nine collaborating councils along Parramatta Road including Ashfield Council, Auburn Council, Burwood Council, City of Canada Bay, City of Parramatta, City of Sydney, Holroyd Council, Marrickville Council and Strathfield Council.

The feedback and further detailed investigations are an important input to the detailed planning of the identified urban renewal precincts.

It is anticipated that the next version of the Draft Strategy will be released for further consultation in the second half of 2015, subject to Government approval.

The mechanism to implement the Strategy and potentially change local planning controls will be discussed by UrbanGrowth NSW, the Department of Planning and Environment and relevant Councils over the coming months. Future statutory planning will be subject to further consultation.

Appendix A – Survey Participants

6.1 Who completed the survey?

The following presents a summary of the demographic data that was obtained from the 689 survey respondents.

6.1.1 Which LGA's were represented?

Respondents were asked to provide their postcode. Postcodes were then coded by LGA as either within the project Corridor or outside the project Corridor. Some postcodes sat across two LGA's and were re-coded accordingly

The majority of respondents lived within the project Corridor (85%) (n=672²). Of those living inside the Corridor, the largest numbers lived in the LGAs of Marrickville (17%), Leichhardt (15%), Canada Bay (14%) and Sydney (10%) (n=572), as presented in Figure 7. In addition Figure 9 presents a geographic distribution of the survey respondents.

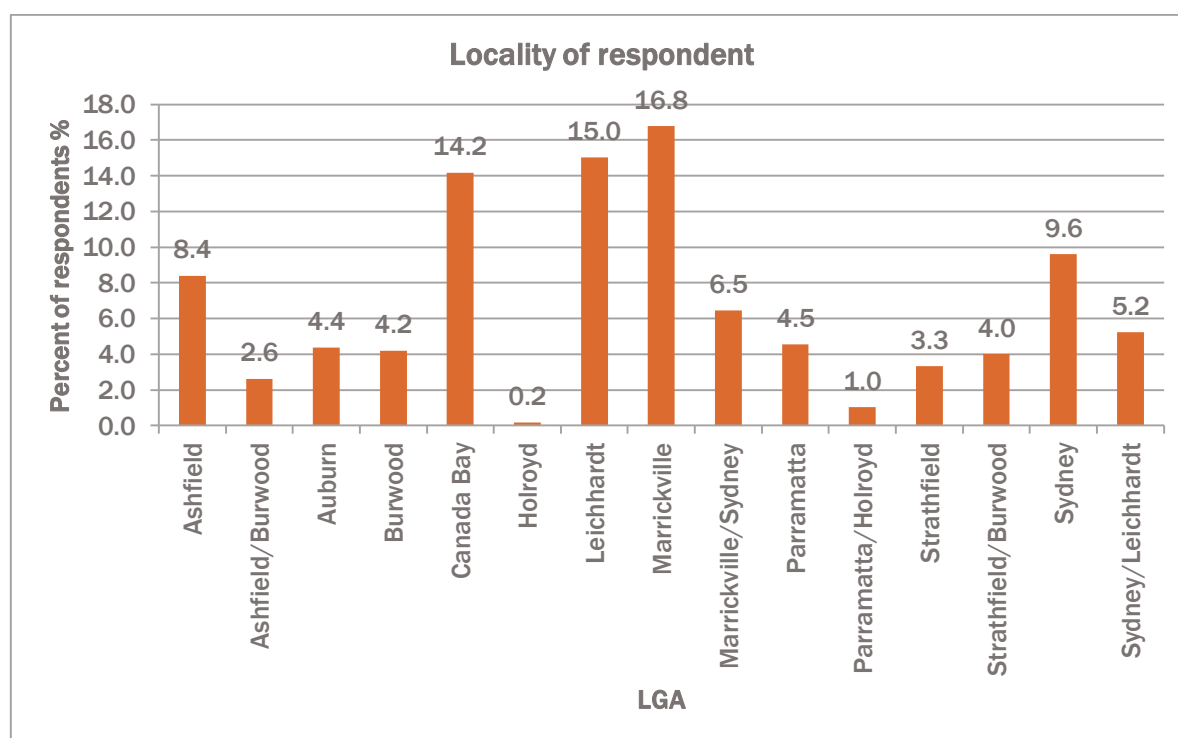


Figure 7: LGA in which respondents resided

² n refers to the number of respondents who answered the question being analysed.

6.1.2 Gender

Respondents were asked to indicate their gender but were given the option 'prefer not to answer'. A total of 55% of respondents were male, 42% were female and 3% indicated that they preferred not to answer (n=671).

6.1.3 Age

Respondents were asked to indicate their age in the following categories: under 18 years, 19 to 29 years, 30 to 49 years, 50 to 64 years and 65 years or over. They were also given the option 'prefer not to answer'.

The majority of respondents were aged between 30 and 49 years old (53%), followed by 50 to 64 years old (27%) (n=677).

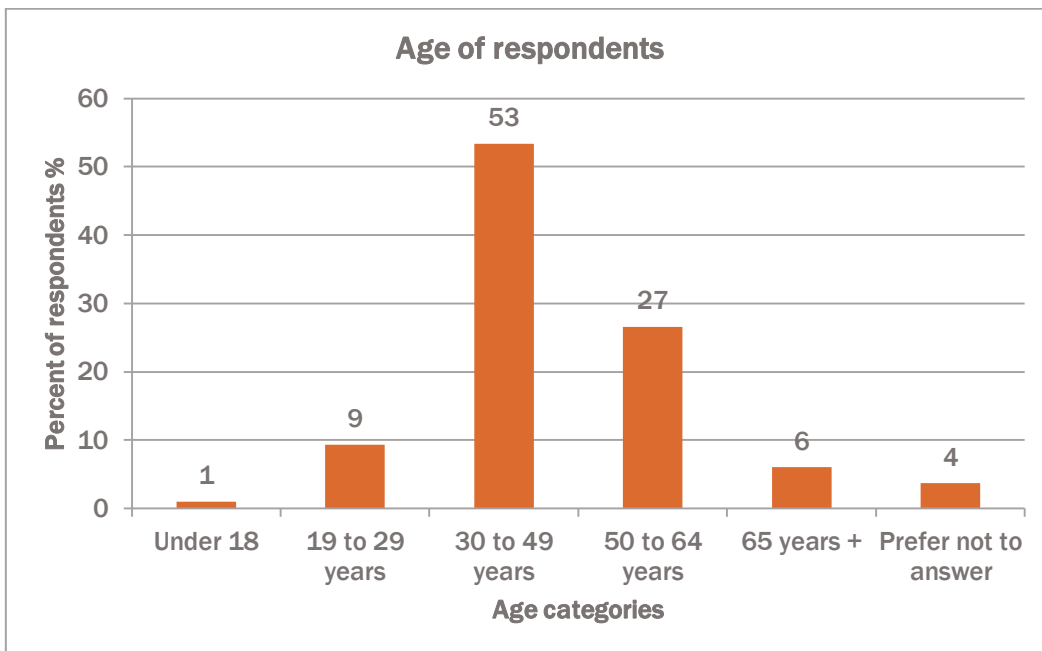


Figure 8: Age of respondents

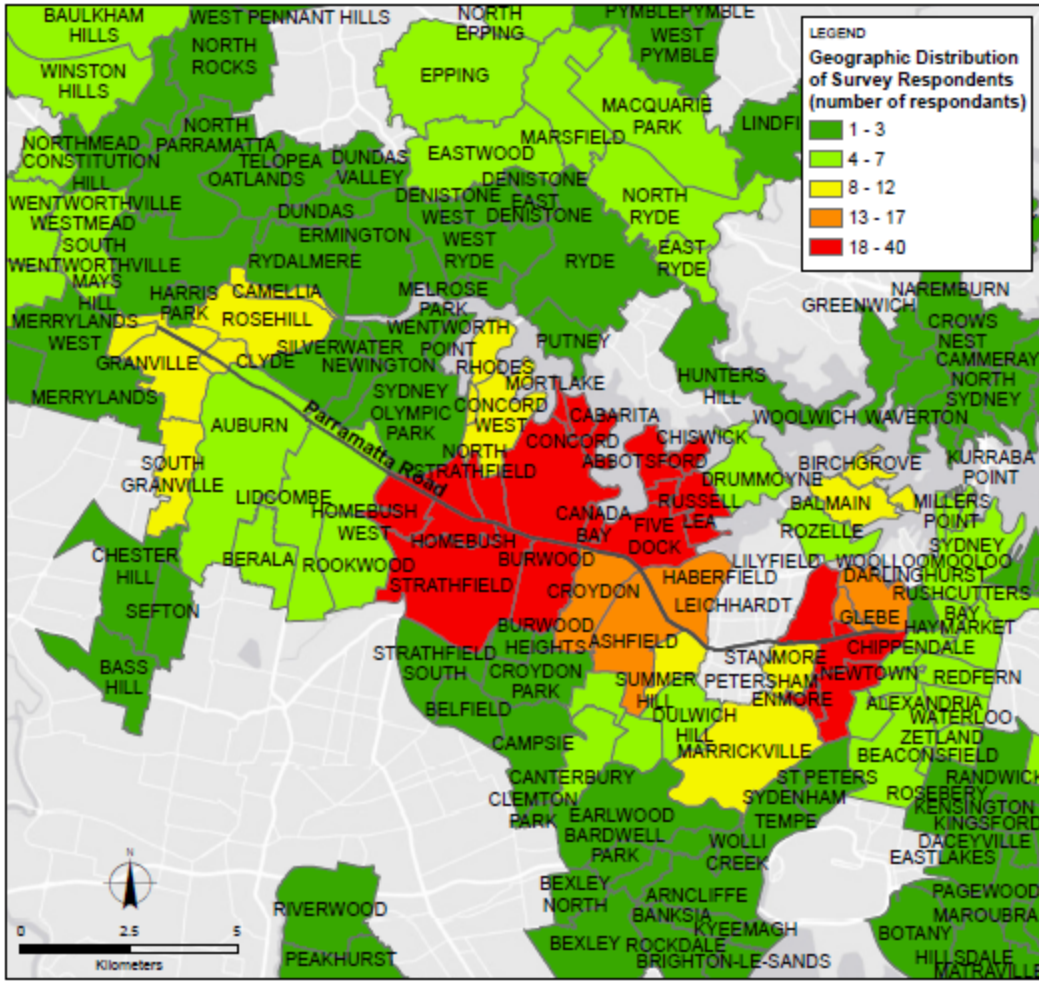


Figure 9: Geographical distribution of survey respondents

6.1.4 Main language spoken at home

Respondents were asked to indicate the main language they spoke at home. They were given a list of languages, and the option to choose 'other' with space to write what their main language was.

The majority of respondents (97.5%) spoke English at home, with 0.7% speaking Cantonese and 0.6% speaking Mandarin. The remaining 1.2% of respondents spoke Greek, Hindi, Korean, Dutch, French, Italian, Spanish and Thai (n=668).

Appendix B

The community group 'Save Petersham Park' submitted 420 letters to UrbanGrowth NSW regarding the Taverners Hill Precinct. The following provides a summary of the feedback received from the community.

6.2 Heritage

- Petersham Park is a historic site and was where Don Bradman made his first century.
- A number of properties on Station Street, Wentworth and Brighton are heritage listed.
- The history of Petersham Park connects Anzac, Bradman and Federation.
- There are families with historical connections of three generations living in the area.
- Families have lived here for generations.
- The Park, Oval and streets surrounding are within a heritage conservation area.
- The Park contains a visual history of Sydney.
- Petersham Park is an integrated part of family life.
- Need to commit to preserving heritage listed areas.
- Petersham Park currently promotes physical activity.
- Desecration of WW1 soldiers gates and avenue – heritage that needs to be preserved.
- Preserve Fort St High School.

6.3 High rise and density

- Density is too high.
- Preserve Station Street on the eastern and northern side to create a barrier.
- There are more suitable sites on the vacant lots on Parramatta Road.
- Already 500 units proposed for Lewisham, why do we need more.
- High density apartments should be limited to Parramatta Road.
- UrbanGrowth NSW should guarantee the protection of heritage in writing.
- No buildings should be allowed above 4 storeys.
- The buildings will overshadow the Park.
- There should be no high rise within 500m of the Park.
- No development within 70m of the Park or to the rear of the existing residential properties on the Northern boundary of Station Street.
- High rise buildings would destroy an oasis in the city.
- Development should be 100m from the Park.

- Buildings should be no higher than 2 storeys within 100m from the Park.
- Buildings of 3-5 storeys will impact on the local heritage.
- The high rise buildings will create a ghetto mentality.
- High density should be placed elsewhere in Sydney.
- High rise development will have negative impacts on the environment in Petersham Park.
- There is no need for further high rise rezoning.
- Development of 3-4 storeys would be adequate with corresponding public transport.
- High rise development favours businesses at the expense of the community no high rise greater than 4 storeys in the vicinity of Petersham Park.
- High rise is an eye sore.
- Provide sensible limits to the densities in the Taverners Hill Precinct.
- Limit high rise 5-6 storeys.
- The focus for residential development should be on underutilised industrial areas.
- No high rise higher than 8-10 storeys within 50m of the Park.
- Residential development no higher than 8 storeys along Parramatta Road.
- Medium density along Parramatta Rd is acceptable as it would revitalise an area that is in desperate need of rejuvenation.

6.4 Community identity

- Petersham Park is a special place for the local community it is used regularly for meeting, weddings and birthday parties.
- Petersham Park is like a small country town in a huge city.
- The development will take away from the local feel and community.
- The community does not want high rise.
- Will change the image and identify of the community.
- Development on the northern boundary and the compulsory acquisition of properties will impact families in the area.
- The development will change the unique character of the area.
- The development will destroy the amenity the neighbourhood enjoys.
- There is no consideration for the future of the area.
- High rise of 14-25 storeys is not consistent with existing heritage and open space values of Petersham Park.
- Street scapes will be destroyed.

6.5 Loss of public space

- The population cannot be increased with a loss of public green space.
- Used as both cricket and baseball grounds.
- Retention of green space important for current and future residents.
- Petersham Park is a necessity for community health.
- No new open space has been proposed for the precinct.
- Green space is already limited within in Taverners Hill.
- Council have invested in renovating Fanny Durack Pool.
- There is not commitment to protect and expand parks.
- Was it the offset scheme for green space.
- The Park is used by the local community from dawn till dusk.
- Open space is crucial for mental health.

6.6 Impact on traffic and congestion

- Would increase in congestion on West Street and Brighton Street.
- Development will saturate the area with more people and more cars.
- Traffic congestion is already at its peak.
- Parking on local streets is already at capacity.
- Safety in the area will be compromised due to an increase in traffic.
- Egress to development is not be allowed on Station Street.
- What are the plans for public transport?
- Current congestion issues need to be resolved before densities are increased.
- Traffic at West St/Parramatta Rd intersection is increasingly congested and dangerous.

6.7 Impact on social infrastructure

- It will impact one of the best schools in NSW.
- Local social infrastructure is at capacity.
- The Inner West is under resourced for day care centres.
- Local schools are at capacity.
- Public transport is at capacity.
- Day care centres are at capacity.
- More clarity is needed on the infrastructure required to support density.
- There has been no commitment to develop social infrastructure to support high densities.

- High rise development will reduce light and sun in the Park and in surrounding areas.
- Look to other areas in Sydney that need high rise.
- Plans should allow for adequate parking.
- No plans proposed for additional amenities (water, electricity, sewerage) to accommodate increased population.
- Increase in bicycle facilities.

6.8 Impact on local property values

- Concern regarding property values.
- Land values will decline.
- Opposition to the new laws giving UGNSW the power to compulsorily acquire land.
- Development should not target existing homes.
- New properties will not be affordable.
- High rise developments will overlook existing properties encroaching on resident privacy.

6.9 Queries regarding the Draft Strategy

- What is happening to the areas highlighted in Pink?
- Clarification required regarding the proposed building heights.
- Will homes in Petersham Park be acquired?
- Please give more details about what you are going to do with my community.
- Has there been an environmental impact study undertaken?
- Request for more clarity regarding the urban renewal program.
- Which properties are being targeted for development/acquisition.

6.10 Other

- Petersham Park is home to the long nose bandicoot which has been identified as threatened species.
- Exhaust stacks should not be located next to schools.
- Large apartments discourage pedestrians.
- There should be open and transparent consultation with the community.
- Mismanaged, chaotic development.
- Houses, terraces and warehouses in Taverners Hill Precinct have survived many market cycles and is now going through a revival that should be embraced particularly from an Australian Cultural Perspective.
- Petersham is different to other areas earmarked for development. It has organically gentrified unlike other rundown, blighted areas along the Corridor.

- Consultation is simplistic, tokenistic and completely inadequate to understand community views on the Draft Strategy.
- The plans are politically orientated, with rejuvenation located on Greens and Labour seats.
- Taverners Hill area has been unfairly earmarked for growth.