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Parramatta Road Corridor Urban Transformation

Implementation Plan 2016 – 2023

IMPLEMENTATION TOOL KIT

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FIGURE 1:

Section 117 Ministerial Direction

Gives the Parramatta Road Corridor Urban Transformation Strategy and Implementation Tool Kit statutory weight.

Policy Framework



Urban Transformation Strategy

- 30 year vision
- 56,000 additional people
- 27,000 homes and 50,000 jobs
- integrated land use and transport plan
- eight Precincts in which growth will be focussed
- seven land use and transport principles
- Strategic Actions to implement the Strategy

Implementation Tool Kit



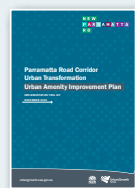
Implementation Plan 2016 - 2023

- staging/sequence strategy
- Precinct Plans including land uses and necessary infrastructure
- Out of Sequence Checklist



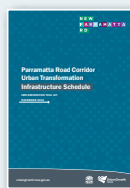
Planning and Design Guidelines

- suggested land use and built form controls for the entire Corridor
- land uses, heights, densities, open space, movement and circulation for each Precinct



Urban Amenity Improvement Plan

- \$198m program of local amenity works



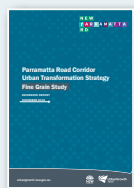
Infrastructure Schedule

- costed and prioritised for local, regional and state infrastructure

Reference Reports



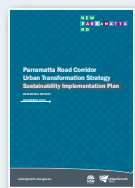
Precinct Transport Report



Fine Grain Study



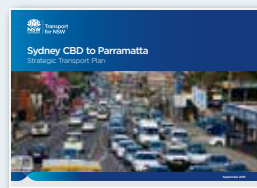
Social Infrastructure Analysis Report Volumes 1 & 2



Sustainability Implementation Plan



Economic Analysis Report



Sydney CBD to Parramatta Strategic Transport Plan (Transport for NSW 2015)

1. Introduction

1.1 What is the purpose of this document?

The *Parramatta Road Corridor Urban Transformation Strategy* (the Strategy) is the long-term vision for developing population and employment growth in the Parramatta Road Corridor (the Corridor). Combining big picture considerations, a sub-regional response, and the depth of local knowledge required to plan for existing and future communities, it will lead to the enlivening of this important Sydney artery. The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented.

This *Parramatta Road Corridor Implementation Plan 2016 – 2023* (the Implementation Plan 2016 – 2023) is one of the documents that makes up the Implementation Tool Kit and should be read in conjunction with the Strategy and the other documents which form part of the *Implementation Tool Kit*. There are also many documents and resources (known as Reference Reports) that have informed the Strategy and Implementation Tool Kit and will continue to inform future land use and future land use and development activities and decisions in the Corridor. The hierarchy of documents is illustrated in Figure 1.

1.2 Achieving our vision: an overarching concept

The Strategy establishes a clear vision, an overarching Integrated Land Use and Transport Plan, and a series of carefully developed land use and planning principles. Detailed plans for eight Precincts across the Corridor will also guide planning and development, including land uses, heights, densities, street function, open space and active transport.

While the Strategy does not directly rezone land, it establishes the framework for land use and transport planning to guide, coordinate and facilitate changes to local planning controls that will lead to the Corridor's transformation. The Strategy will be implemented through planning proposals prepared by landowners or developers, comprehensive local environmental plan reviews undertaken by councils, and State environmental planning policies for future Priority Precincts.

The Strategy identifies the need for the provision of critical regional level infrastructure to support major housing and job growth over the next 30 years.

This includes:

- transport networks, such as bus routes and services, heavy and potentially light rail, and active transport connections
- social and community infrastructure
- open space and public domain.

Governance and decision-making will require a cross-agency approach in consultation with a wide range of stakeholders. As such, the Implementation Plan 2016 – 2023 identifies, qualifies and prioritises the actions required to support and progress infrastructure planning, land supply and housing choice across government portfolios and local government boundaries.

1.3 Managing growth over the longer term

The Strategy has a 30-year outlook and looks forward to what the Corridor could become over the long term given future challenges and opportunities. The environment within and surrounding the Corridor will change substantially over this time, just as the Corridor itself will change. While the Strategy cannot reasonably anticipate all of these changes and the implications for the Corridor, it recognises that the transformation of the Corridor will not occur in a static environment. Innovations, technology, economic cycles and demographics will change. Other societal changes will also take place, such as the way people access jobs, education, health and other services.

In order to effectively work towards the success of the Strategy over such a long and dynamic context, this Implementation Plan provides the framework for the first stage of delivery, from 2016 to 2023.

The Implementation Plan 2016 – 2023 is an important planning tool for short-term growth and change in the Corridor. It provides information, directions and actions, and identifies funding priorities for critical infrastructure. It is designed to be used by project partners, service providers and agencies to plan for future growth areas, infrastructure roll-out and service provision. It aims to provide clear directions and responsibilities for relevant project partners working to achieve the transformation of the Corridor.

The Implementation Plan 2016 – 2023 adopts a shorter horizon to respond to current conditions, and to focus resources and efforts where they are most needed to achieve real change in the Corridor. The Implementation Plan 2016 – 2023 also provides a basis for review to ensure it is able to adapt to changes as they occur.

1.4 Purpose and objectives

The purpose of the Implementation Plan 2016 – 2023 is to inform and guide land use planning and development decisions in the Corridor in the short term.

The core objectives of the Implementation Plan 2016 – 2023 are to:

- co-ordinate land use change and development in the Corridor across the planning, transport and infrastructure portfolios
- provide greater certainty to the community and other stakeholders regarding the timing of land use change, development and infrastructure delivery
- communicate a clear framework for the administration, monitoring and reporting of the Strategy
- concentrate available resources and effort in areas of greatest priority in the Corridor
- periodically calibrate the Principles and Strategic Actions of the Strategy with the changing physical, social, environmental and economic conditions in the Corridor through an annual review process.

1.5 The role of the Implementation Plan 2016 – 2023

The Implementation Plan 2016 – 2023 is one of four documents that support the Strategy and will influence the future development of the Corridor (Figure 1). The Implementation Plan 2016 – 2023 is a decision-making, resource-planning, budgeting and performance-monitoring tool. It brings together the actions, timing, delivery responsibility and relevant funding arrangements required to support land use change between 2016 and 2023.

A Ministerial Direction has been issued by the Minister for Planning under section 117 of the *Environmental Planning and Assessment Act, 1979*. The s117 Ministerial Direction requires the Strategy and the Implementation Tool Kit, including this Plan, to be considered when planning proposals are being prepared, assessed and determined in the Corridor.

1.6 Who will use the Implementation Plan 2016 – 2023?

The Implementation Plan 2016 – 2023 is for:

- local councils or other relevant planning authority when assessing planning proposals or undertaking amendments to local environment plans
- Department of Planning and Environment (DPE) when considering the introduction of new land use zones and development controls through the Priority Precinct program
- Greater Sydney Commission (GSC) when preparing District Plans or determining local environmental plans
- other State agencies or utility providers when preparing or reviewing longer term plans for infrastructure delivery or upgrades.

It is also a tool for practitioners, the community and other relevant stakeholders to understand the changes that are likely to occur in the Corridor, and when and how they are likely to happen.

Parramatta Road Corridor Timeframe

The Strategy is a long-term vision for the Corridor that projects forward 30 years to create a better place for people to live in, work in and visit. Actual change will occur incrementally over time, with some parts of the Corridor not expected to transform for a decade or more.

It is difficult to identify a clear pathway to achieving this vision over such a long time frame. It is also difficult for many people to visualise the gradual changes that will occur over this time.

The Implementation Plan 2016 – 2023 takes a short-term view of the transformation of the Corridor. It provides a clear picture of how change will occur over the next seven years, and presents the various actions and resources required to deliver the desired outcomes.

The Implementation Plan 2016 – 2023 is intended to provide certainty for the market and the community around the timing of urban renewal, such as land use change, redevelopment, and the delivery of new infrastructure and services.

In this way, the Implementation Plan 2016 – 2023 assists with decision-making for a wide range of stakeholders, including government agencies and authorities, local businesses, residents of the Corridor and surrounding areas, and developers looking to invest in the Corridor.

2. The Implementation Plan 2016 – 2023

2.1. Key considerations

The Implementation Plan 2016 – 2023 responds to a range of other initiatives and operates within a dynamic and changing environment. It has been necessary to consider the key issues or ‘drivers’ that influence how and when land use change will occur in the Corridor. These are described in Table 1, along with the way in which the Implementation Plan 2016 – 2023s responds.

Table 1: Drivers and initiatives influencing land use change in the Parramatta Road

DRIVER	DESCRIPTION	RESPONSE
Funding	To facilitate the transformation of the Corridor, funding is required to deliver certain infrastructure and public domain improvements. Various potential sources of funding were considered in the preparation of the Strategy and Implementation Plan 2016 – 2023. A combination of funding arrangements would be used to secure the transformative outcomes sought by the Strategy, including government funding, State and local contributions, and private investment. The Urban Amenity Improvement Program (UAIP) is one of the key government funding initiatives to be delivered under the Parramatta Road Corridor Urban Transformation Program. The UAIP is a \$198 million investment program for local amenity works along the Corridor, including streetscape and public domain improvements, walking and active transport infrastructure, and open space and urban plazas. The UAIP aims to accelerate urban renewal and development activity by delivering precinct-based improvements that have the potential to spur a higher level of new housing and commercial development. The UAIP could be rolled out from 2016/17 to 2022/23 and will be the first major component of the broader Parramatta Road Corridor Urban Transformation Program.	The Implementation Plan 2016 – 2023 identifies potential sources of funding for the Corridor and how these could be used to deliver new and upgraded infrastructure and services. Identified UAIP projects are included in the relevant Precinct Action Plans to be delivered in the next seven years. The Implementation Plan 2016 – 2023 has also been informed by the level of support and funding from government and/or the private sector, as well as the level of planning or project readiness in terms of the extent of planning or business cases.
WestConnex	WestConnex provides an opportunity to transform Parramatta Road. This new infrastructure will change traffic volumes in some areas and, in particular, provide an alternative route for trucks and heavy vehicles. This will free up road space for better public transport, improve amenity along Parramatta Road, and encourage walking and cycling. Planning for the transformation of the Parramatta Road Corridor must be done in consideration of the staged delivery of the WestConnex Motorway and respond to the changed conditions along the Corridor.	The staging of land use change and development in certain parts of the Corridor may need to await the completion of WestConnex. The Implementation Plan 2016 – 2023 has been informed by the likely staging of WestConnex to ensure that the timing of release and land use change along the Corridor is aligned with the delivery of this critical infrastructure. Annual updates of the Implementation Plan 2016 – 2023 will allow it to respond to any changes in the program of delivery for WestConnex and other key infrastructure projects.

DRIVER	DESCRIPTION	RESPONSE
Public transport	Public transport is a critical component of the transformation of Parramatta Road. Without improvements in public transport, the growth envisaged for many parts of the Corridor could not be supported. A range of strategic public transport initiatives is planned for Parramatta Road. They will be delivered incrementally in alignment with existing opportunities, other related projects, funding commitments and government approvals processes. Key initiatives include: - the stepped delivery of the <i>Burwood – Sydney CBD On Road Transit</i> (BSORT) project commencing in 2019–20, in line with the opening of WestConnex M4 East - resolution of the interface between the BSORT project and the Sydney CBD and South East Light Rail project - Sydney CBD to Parramatta Strategic Transport Plan - completion and approval of the Business Case for the Parramatta Light Rail - completion and approval of the Business Case for the Western Sydney Rail Needs Study.	The Implementation Plan 2016 – 2023 seeks to align the delivery of transport infrastructure with development to ensure that growth is serviced appropriately. State transport agencies, TfNSW and RMS will be responsible for the delivery of transport initiatives for the Corridor. These agencies are committed to the delivery of the transport actions included in the Implementation Plan 2016 – 2023 through a best practice decision-making and strategic planning framework, ensuring the right decisions are made at the right times and followed through appropriately. It is noted that all strategic transport initiatives must go through a government approval and funding process, subject to standard government considerations, including business cases and assurance reviews.
Infrastructure delivery	A key principle of the Strategy is the alignment of infrastructure delivery with growth and development. Existing constraints and infrastructure limitations in the Corridor mean that some Precincts require new or upgraded infrastructure if new growth is to be accommodated. A series of detailed studies were undertaken to inform the Strategy and identify the full scope of these infrastructure requirements. An Infrastructure Schedule has been prepared for the Corridor to identify and cost local, regional and state infrastructure for the Corridor Precinct to ensure that existing and new communities are appropriately serviced.	The ability to deliver appropriate infrastructure to areas of the Corridor has informed the recommended staging and sequencing of Precincts, and Frame Areas. Infrastructure requirements have been identified through discussions with key infrastructure and service providers. The Infrastructure Schedule which forms part of the Implementation Tool Kit identifies the infrastructure required to support transformation of the Corridor in the short, medium and long term. The Implementation Plan 2016 – 2023 can be recalibrated as part of the review process to ensure it is sufficiently flexible to respond to changing or reprioritised policy matters. Close consultation with relevant government agencies and local authorities will be necessary to inform the review of the Implementation Plan 2016 – 2023, and ensure that relevant infrastructure projects are captured.

DRIVER	DESCRIPTION	RESPONSE
Feasibility and market conditions	If the transformation of the Corridor is to be achieved in line with the vision of the Strategy, the market must be in a position to deliver the right development at the right time. When planning is out of alignment with the market, urban renewal can be stifled through the artificial inflation of land values, land speculation, and the forcing out of previously viable businesses and land uses. In certain cases, planning and development controls can make redevelopment unviable, also hindering the renewal process. It is therefore critical that the Implementation Plan 2016 – 2023 is informed by an understanding of market conditions and development feasibility to ensure that staging and sequencing encourages and promotes positive development outcomes.	The Implementation Plan 2016 – 2023 has been informed by market and economic analysis, with particular regard to the staging and timing of land use change in the Corridor. The Corridor is generally considered ‘market ready’ to deliver housing, subject to land use and development control changes and delivery of the required infrastructure. There is however a need to consider interim solutions for those parts of the Corridor that need to be future-proofed for long-term employment needs that will not be realised in the short to medium term. The Implementation Plan 2016 – 2023 also provides clear messages with regard to the staging and timing of land use change, playing an important role in managing speculation in the Corridor that could impact on feasibility for existing and potential interim uses.
Staging and sequencing	A significant magnitude of investment in infrastructure is required to enable the successful transformation of the Corridor. This includes major new public transport infrastructure, roads and extensive community infrastructure. Rezoning land too early could result in inefficient growth outcomes. Each of the Precincts and Frame Areas has a logical phasing, based on infrastructure availability or major land use issues. Decisions on phasing should take into account heritage, low-density areas, environmental overlays, efficient infrastructure rollout and market considerations. Phasing of employment nodes should balance impacts on other employment nodes with the need to establish employment opportunities early on. Economic impact assessments will be important to support this along with employment attraction strategies.	The Implementation Plan 2016 – 2023 requires that the Corridor be developed in line with the Principles and Strategic Actions identified in the Strategy, as well as the growth priorities identified in this Plan. Notwithstanding this, it is understood that in certain circumstances, a sound case may be made for parts of the Corridor to progress to detailed planning and development to occur ‘out of sequence’. As such, the Implementation Plan 2016 – 2023 incorporates an ‘Out of Sequence Checklist’ against which such proposals would be assessed, as detailed in Section 2.4.

2.2. Precinct Action Plans

While it is anticipated that change will occur across all parts of the Corridor over time, the focus of growth and development is expected to be within the Precincts. Therefore, at the core of the Implementation Plan 2016 – 2023 are the Precinct Action Plans, which identify the quantum and mix of

land use change that could occur in the short term, and infrastructure upgrades and investment required to support that change.

The Precinct Action Plans can be found in sections 3 to 10 of the Implementation Plan 2016 – 2023.

2.3. Infrastructure Schedule

An Infrastructure Schedule has been prepared for the Corridor and itemised by Precinct and Frame Area (refer to the Infrastructure Schedule). The Schedule has been costed and, where possible, funding sources have been identified. Cost estimates provided in the Infrastructure Schedule represent the best information available at present but have been rounded up. Estimates are in 2016 dollars to allow price consistency over the full timeframe of the program. Estimates in the State Budget and other documents may differ. It should be noted that estimates for some projects are unlikely to have undergone detailed evaluation and consequently

include a contingency margin to reflect various project uncertainties.

Delivery of the Implementation Plan 2016 – 2023 requires a cohesive and collaborative approach involving a range of government agencies and service providers. The actions incorporated in the Implementation Plan 2016 – 2023 have been informed and reviewed by these agencies and in-principle commitment has been given by relevant project partners to deliver on these actions. This unique cross-government partnership is critical to the success of the Strategy and the ultimate renewal of the Corridor.

2.4. The planning process

The Strategy is a high-level strategic document that establishes the framework for the evolution of the Corridor from its current condition to a vibrant, productive and attractive urban environment.

Rezoning process

The Strategy is not at the end of the process. There is a need to undergo the statutory processes required to change the land use and development controls to facilitate renewal of land in the Corridor. The planning pathways to implement the recommended land uses and development controls identified within the Strategy include:

- LEP Gateway Process – proponent led planning proposals or amendments to local environment plans led by the relevant local council
- Priority Precinct Process – led by DPE under its established Priority Precinct Program.

In both cases, final decisions regarding amendments to land uses or development controls in the Corridor will consider the Strategy and Implementation Plan 2016 – 2023. Changes to local development controls will require amendment or new development control plans. A contributions plan, Voluntary Planning Agreement (VPA) or a regional/State levy on development will facilitate development contributions. Planning proposals may also seek to pursue satisfactory arrangement provisions where contributions plans have not been updated or a regional/State levy has not been introduced.

2016 – 2023 Precinct Release Process

Given the significance of the Corridor to Sydney and the Central and Central West Districts, and the complexities involved with its transformation, a 'Precinct Release Process' has been developed to guide the way in which Precincts will be planned and delivered. The key steps in the process include:

- **Identification of Precinct or Frame Areas** – All Precincts and Frame Areas are identified and defined in the Strategy, and comprise a set of plans to set the framework for further planning for the area.
- **Release of Precinct or Frame Area** – The Implementation Plan 2016 – 2023 indicates the quantum and mix of land uses that could be delivered by 2023, as well as the infrastructure required to support release of the Precinct or Frame Area.
- **Rezoning of Precinct or Frame Area** – Planning proposals can be submitted and assessed by the relevant planning authority against the relevant controls and guidelines, including the Strategy and Implementation Plan 2016 – 2023. Amended land use zones and development controls would take effect once the amendments to the underlying controls were gazetted.
- **Redevelopment** – Individual development applications could be lodged via an appropriate planning process for determination and the process of urban renewal would begin.

Out of Sequence Checklist

The Implementation Plan 2016 – 2023 forms part of the Implementation Tool Kit and is supported by a Section 117 Ministerial Direction. This means the Implementation Plan 2016 – 2023 has statutory force, and land use and development in the Corridor must be consistent with both the Implementation Tool Kit, including the Strategy and the Implementation Plan 2016 – 2023. Proposals that are inconsistent with these documents are unlikely to be supported.

Proposals that do depart from the staging and sequencing identified by the Implementation Plan 2016 – 2023 will need to be considered against the 'Out of Sequence Checklist'. The Checklist ascribes a merit assessment process to determine whether proposals that are not fully aligned with the Implementation Plan 2016 – 2023 should be allowed to proceed.

The Out of Sequence Checklist ensures that changes to the land use zone or development controls do not occur without meeting the underlying Principles and Strategic Actions of the Strategy, such as the necessary transport, services and social infrastructure to service a new population. It will also ensure the established benchmarks for the quality of development and public domain outcomes desired for the Corridor are achieved.

Six key considerations have been identified as issues of greatest interest and concern to the community and government stakeholders relating to the Corridor's urban transformation. Each of these issues is supported by a threshold or benchmark that must be met in order to progress to redevelopment of land. The considerations include the underlying strategic objectives of the Strategy, the delivery of necessary infrastructure and services, feasibility and alignment with the market, public benefit and costs to government. Planning proposals will need to address each criteria and provide appropriate supporting documentation.

The Out of Sequence Process comprises the following key steps.

- **Preliminary proposal** – Submission of a preliminary proposal to the relevant planning authority that addresses the relevant requirements of the *Environmental Planning and Assessment Act, 1979* and Out of Sequence Checklist.
- **Preliminary assessment** – The relevant planning authority undertakes a preliminary assessment and forms a view as to whether the proposal should be considered for Gateway Determination by assessing the proposal against the Out of Sequence Checklist.
- **Rezoning** – If the planning proposal meets the minimum requirements of the Checklist, amendments to land use zones and development controls proceed through the standard LEP Gateway Process.

The Out of Sequence Checklist is not a mechanism to proceed with development in the Corridor that is inconsistent with the Strategy.

2.5. Monitoring and review

To ensure the Implementation Plan 2016 – 2023 remains current and adaptable, it is important that it be reviewed regularly and at a minimum in parallel with review of the Strategy.

The key focuses of any future review should be:

- land supply information, including the monitoring of land supply across the region's key centres and the undertaking of new assessments
- infrastructure requirements, including identification of gaps in essential infrastructure
- implementation progress
- new and completed projects
- timelines and priorities
- progress against the Strategic Actions outlined in the Strategy.





OUT OF SEQUENCE CHECKLIST

Criteria 1 Strategic objectives, land use and development

- The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision.
- The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfills the relevant Strategic Actions for each Principle.
- The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located.
- The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area.
- The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.
- The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines).

Criteria 2 Integrated Infrastructure Delivery Plan

- An Integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023. Infrastructure to be considered includes:
 - public transport
 - active transport
 - road upgrades and intersection improvements
 - open space and public domain improvements
 - community infrastructure, utilities and services.

Criteria 3 Stakeholder engagement

- Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council.
- An appropriate level of support or agreement is documented.
- Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects.

Criteria 4 Sustainability

- The planning proposal achieves or exceeds the sustainability targets identified in the Strategy.

Criteria 5 Feasibility

- The planning proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.

Criteria 6 Market viability

- The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.

3. Granville

Action Plan 2016 – 2023

- Key actions for the Granville Precinct and Frame Area have been identified through the work undertaken to inform the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Granville Precinct and Frame Area over the period from 2016 to 2023 is illustrated within the black thick line in Figure 2 and outlined in the following table.



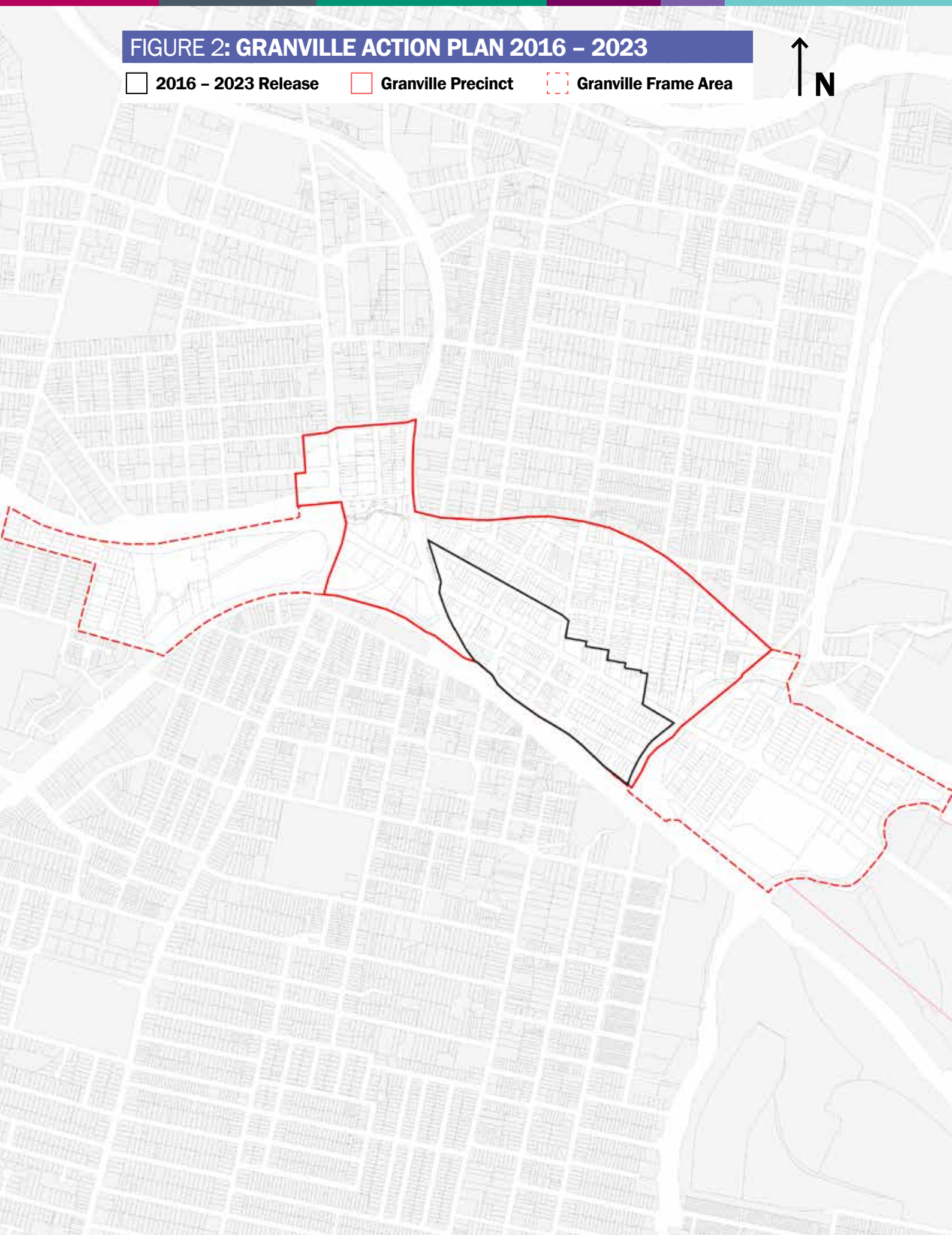
Indicative artist impression only. Subject to change.

FIGURE 2: GRANVILLE ACTION PLAN 2016 – 2023

2016 – 2023 Release

Granville Precinct

Granville Frame Area



3. Granville

Action Plan 2016 – 2023

GRANVILLE PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct to be consistent with the Granville Action Plan 2016 – 2023.



Strategic land uses

- a maximum of 350,000m² residential gross floor area.
- Consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - a range of housing diversity typologies as identified within the Strategy are to be provided.
- a minimum 160,000m² employment gross floor area of predominantly light industrial, enterprise, commercial, retail and community uses.



Public transport

- TfNSW to continue to implement the strategic initiatives of the *Sydney CBD to Parramatta Strategic Transport Plan*, including the following key public transport projects for Corridor West:
 - upgrade of Western Sydney Rail services, including the Western Line and Northern Line to allow for faster and more frequent services.



Active transport

- Development in the Precinct to make an appropriate contribution to the delivery of new cycleways as indicated in the Planning and Design Guidelines, including:
 - Bold Street
 - Cowper Street
 - Alfred Street (north and south of Parramatta Road)
 - Victoria Street
 - Gray Street.
- Development in the Precinct to be designed to deliver through-site links as indicated in the Planning and Design Guidelines, including:
 - Rosehill Street – M4 Motorway
 - Prince Street – Victoria Street – Parramatta Road
 - Parramatta Road – Cowper Street – East Street.

GRANVILLE PRECINCT 2016 – 2023



Open space and recreation

- Delivery of the urban plaza.
- Delivery of the new local open space on the corner of Albert Street and Prince Street.
- In accordance with the Infrastructure Schedule, provision of contributions towards the short term open space facilities.



Community facilities

- Development in the Precinct to make an appropriate contribution to facilities that include:
 - upgrade of Merrylands Community Centre to provide additional meeting space
 - upgrade of cultural facilities within the Granville Multicultural Community Centre
 - public art installation within Granville Town Centre
 - upgrade of Parramatta Central Library facilities.
- Provision of an additional:
 - 266 childcare places
 - 31 Before School Care places
 - 106 After School Care places
 - 76 Vacation Care places
- Council to support the provision of 112 additional childcare spaces.



Education facilities

- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- Development in the Precinct to make an appropriate contribution to the upgrade and reconfiguration of Merrylands Community Health Centre.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

4. Auburn

Action Plan 2016 – 2023

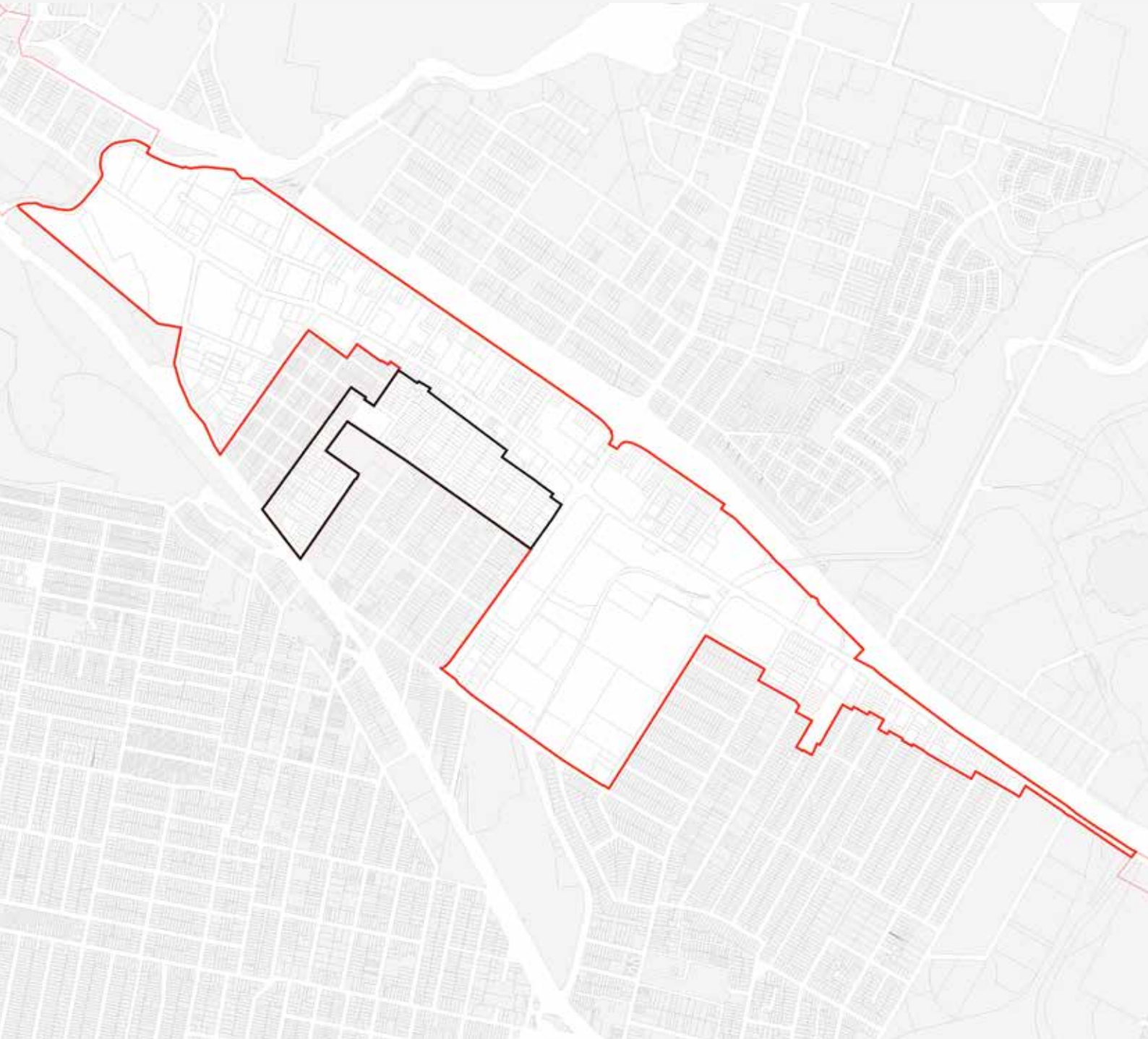
- Key actions for the Auburn Precinct have been identified through the work undertaken to date in the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Auburn Precinct over the period from 2016 to 2023 is illustrated within the black thick line in Figure 3 and outlined in the following table.



Indicative artist impression only. Subject to change.

FIGURE 3: AUBURN ACTION PLAN 2016 – 2023

□ 2016 – 2023 Release □ Auburn Precinct



4. Auburn

Action Plan 2016 – 2023

AUBURN PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct to be consistent with the Auburn Action Plan 2016 – 2023.



Strategic land uses

- A maximum of 120,000m² residential gross floor area.
- Consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - a range of housing diversity typologies as identified within the Strategy are to be provided.
- Any employment gross floor area of predominantly light industrial, enterprise, commercial, retail and community uses within the Precinct.



Public transport

- Transport for NSW to continue to implement the strategic initiatives of the Sydney CBD to Parramatta Strategic Transport Plan, including the following key public transport projects for Corridor West:
 - investigation of four light rail routes linking to the Parramatta CBD with possible connections to Strathfield, Burwood and Sydney Olympic Park by delivery of Parramatta Light Rail project following Government and planning approvals
 - upgrade of Western Sydney Rail services, including the Western Line and Northern Line to allow for faster and more frequent services.



Active transport

- Development in the Precinct to make appropriate contributions to the delivery of new cycleways as indicated in the Planning and Design Guidelines, including:
 - north–south cycle connection along Station Road between M4 Motorway and Simpson Street
 - cycle loop along the riparian corridor from M4 Motorway to railway line, then west along the railway line to Duck Street and north to Parramatta Road
 - north–south cycle connection along Hill Road (within the Precinct boundary).
- Development in the Precinct is to be designed to deliver through-site links as indicated in the Planning and Design Guidelines, including
 - Melton Street to St Hilliers Road (east–west and north–south)
 - Hunter Street to Macquarie Street
 - Byrne Street from Parramatta Road to Highgate Street
 - east–west link from Hampstead Road to Duck Street.



Open space and recreation

- Delivery of the new local open space on Karrabah Street.
- In accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities.

AUBURN PRECINCT 2016 – 2023



Community facilities

- Development in the Precinct to make an appropriate contribution to the following facilities:
 - Increase the capacity of Auburn Centre for Community or Auburn Town Hall
 - upgrade of the former Auburn Community Health Centre to a community facility
 - expansion of Auburn Central Library
 - embellish facilities at the Peacock Gallery and Auburn Arts Studio.
- Provision of an additional:
 - 90 childcare places
 - 11 Before School Care places
 - 36 After School Care places
 - 26 Vacation Care places.



Education facilities

- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards the expansion of Auburn Community Health Centre.
- The Western Sydney Local Health District and Sydney Local Health District have undertaken detailed planning for their assets at Westmead and Concord Hospitals. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

5. Homebush

Action Plan 2016 – 2023

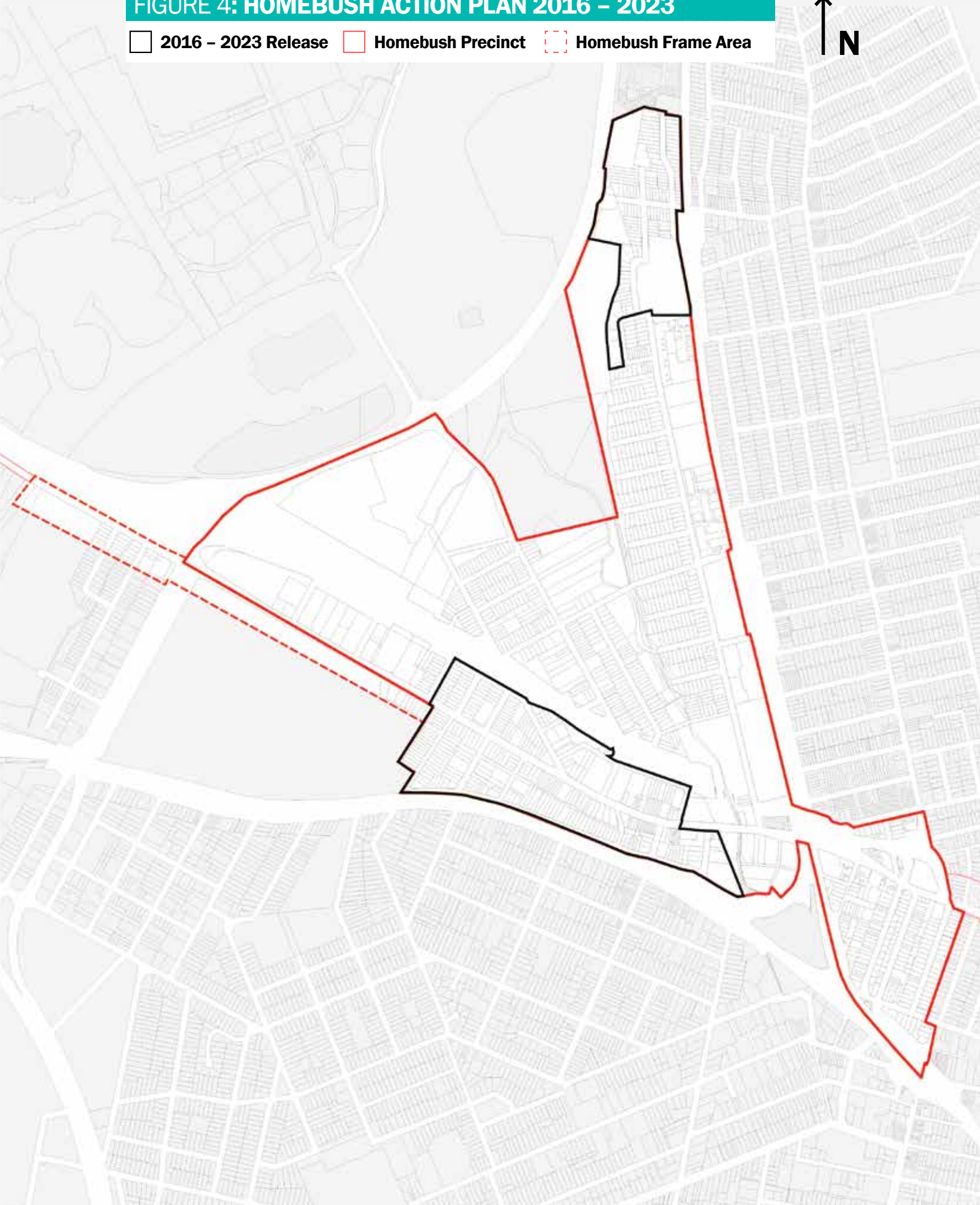
- Key actions for the Homebush Precinct and Frame Area have been identified through the work undertaken to date in the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Homebush Precinct and Frame Area over the period from 2016 to 2023 is illustrated within the black thick line in Figure 4 and outlined in the following table.



Indicative artist impression only. Subject to change.

FIGURE 4: HOMEBUSH ACTION PLAN 2016 – 2023

□ 2016 – 2023 Release □ Homebush Precinct □ Homebush Frame Area



5. Homebush

Action Plan 2016 – 2023

HOME BUSH PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct and Frame Area to be consistent with the Homebush Action Plan 2016 – 2023.



Strategic land uses

- a maximum of 435,000m² residential gross floor area.
- Consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - a range of housing diversity typologies as identified within the Strategy are to be provided.
- a minimum of 195,000m² employment gross floor area of predominantly light industrial, enterprise, commercial, retail and community uses.



Public transport

- TfNSW to implement the strategic initiatives of Sydney CBD to *Parramatta Strategic Transport Plan*, including the following key public transport projects for Corridor West:
 - investigation of four light rail routes linking to the Parramatta CBD with possible connections to Strathfield, Burwood and Sydney Olympic Park by delivery of Parramatta Light Rail project following Government and planning approvals
 - Parramatta River Ferry initiatives including 80 extra weekly services, a new wharf at Rhodes, new river ferries and a wharf upgrade program being rolled out by TfNSW
 - upgrade of Western Sydney Rail services, including the Western Line and Northern Line to allow for faster and more frequent services.



Active transport

- Delivery of the Powells Creek reserve pedestrian and cycle link.
- Delivery of new pedestrian and cycle bridge crossings over Powells Creek at Hamilton Street and Lorraine Street.
- Development in the Precinct to make an appropriate contribution to the delivery of new pedestrian and cyclelinks as indicated in the Planning and Design Guidelines, including:
 - new north–south cycle connection along the riparian corridor from Station Street in the south to Pomeroy Street in the north
 - new cycle connection from Strathfield Station in the south, along Cooper Street to Parramatta Road and the M4 Motorway, and looping around to Princess Avenue.
- Development in the Precinct to be designed to deliver through-site links as indicated in the Planning and Design Guidelines.



Open space and recreation

- Delivery of the upgrade and embellishment of Powells Creek Reserve.
- In accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities.

HOME BUSH PRECINCT 2016 – 2023



Community facilities

- Development in the Precinct to make an appropriate contribution to:
 - embellishment of an appropriate, existing community facility to provide an additional meeting space, potentially at the new Courallie Community Centre
 - appropriate upgrade of an existing library facility at Strathfield, Burwood or Concord
 - provision of exhibition space/facilities within the Burwood Community Hub and George Street Community Centre.
- Provision of an additional:
 - 332 childcare places
 - 39 Before School Care places
 - 133 After School Care places
 - 95 Vacation Care places.



Education facilities

- Council to support the provision of 139 additional after-school care places.
- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- The Sydney Local Health District has undertaken detailed planning for Concord Hospital redevelopment. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

6. Burwood-Concord

Action Plan 2016 – 2023

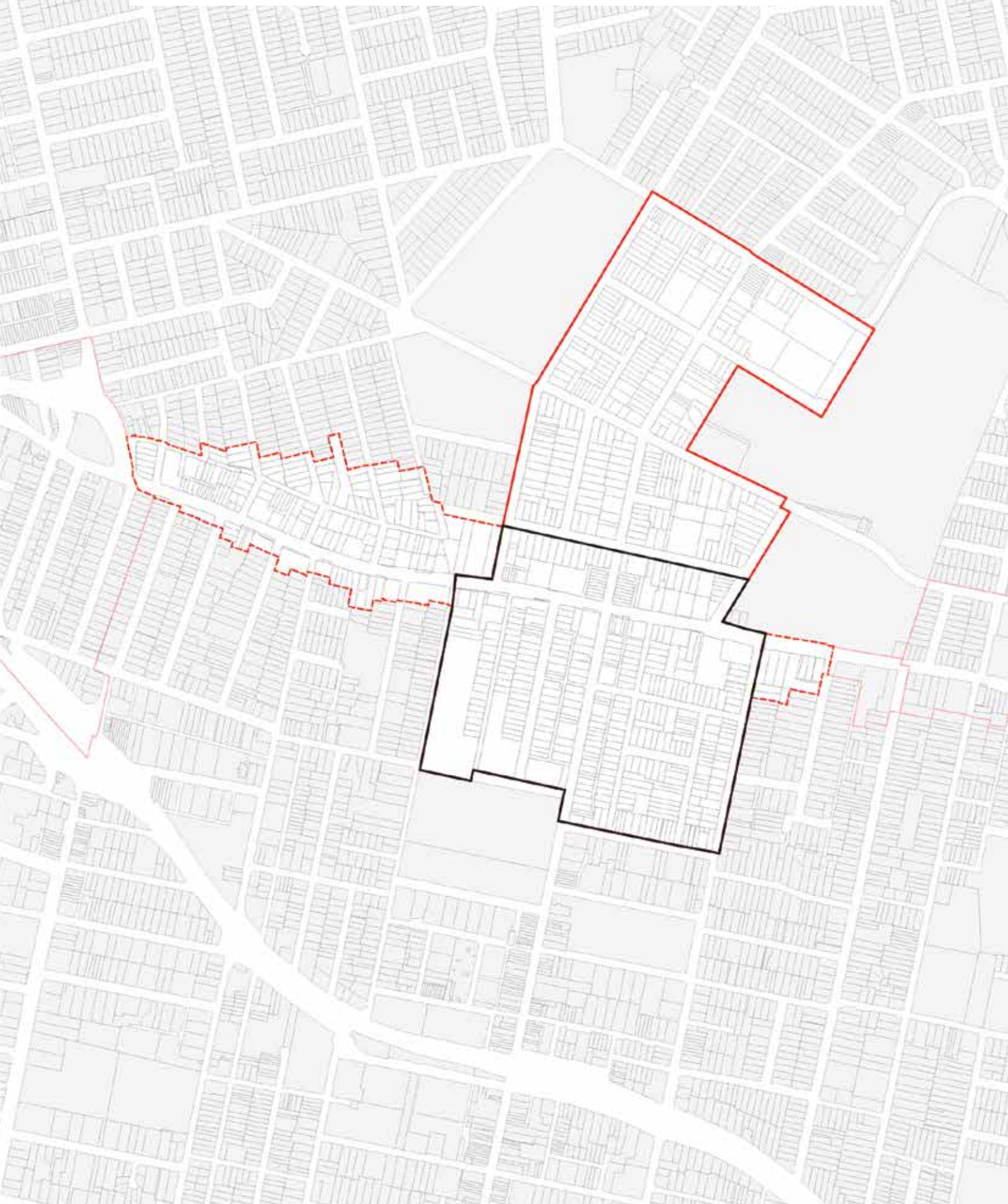
- Key actions for the Burwood-Concord Precinct and Frame Area have been identified through the work undertaken to date in the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Burwood-Concord Precinct and Frame Area over the period from 2016 to 2023 is illustrated within the black thick line in Figure 5 and outlined in the following table.



Indicative artist impression only. Subject to change.

FIGURE 5: BURWOOD-CONCORD ACTION PLAN 2016 – 2023

□ 2016 – 2023 Release □ Burwood-Concord Precinct □ Burwood-Concord Frame Area



6. Burwood-Concord

Action Plan 2016 – 2023

BURWOOD-CONCORD PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct and Frame Area to be consistent with the Burwood – Concord Action Plan 2016 – 2023.



Strategic land uses

- A maximum of 370,000m² residential gross floor area.
- Consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - a range of housing diversity typologies as identified within the Strategy are to be provided.
- a minimum of 82,500m² of employment gross floor area of predominantly light industrial, enterprise, commercial, retail and community uses.



Public transport

- TfNSW to implement the strategic initiatives of *Sydney CBD to Parramatta Strategic Transport Plan*.
- Operation of the rapid bus solution along Parramatta Road from Burwood to the Sydney CBD.

Note: TfNSW is undertaking detailed planning for public transport services along Parramatta Road and the surrounding road network. Consultation with TfNSW should be undertaken during the preparation of planning proposals within the Corridor in the short term.



Active transport

- Delivery of the regional cycleway along Patterson Street, Gipps Street and Queens Road between Concord Road and Henley Marine Drive.
- Development in the Precinct to make appropriate contributions to the delivery of new cycleways as indicated in Planning and Design Guidelines, including:
 - new cycle route running from Queens Road, south down Luke Avenue, west to Shaftesbury Road, west along Meryla Street and Corner Street to Britannia Avenue, and north along Broughton Street to Gipps Road
 - new cycle connection running north–south along Shaftesbury Road to connect to Burwood Town Centre.
- Development in the Precinct to be designed to deliver through-site links as indicated in the Planning and Design Guidelines, including:
 - two east–west through-site links connecting Burwood Road to Britannia Street via Neich Parade
 - new north–south through-site link connecting Parramatta Road to Milton Street, between Esther Street and Shaftesbury Road
 - new north–south through-site link connecting Parramatta Road to Burton Street between Loftus Street and Burwood Road
 - new north–south through-site link connecting Burton Street and Gipps Street between Loftus Street and Burwood Road.

BURWOOD-CONCORD PRECINCT 2016 – 2023



Open space and recreation

- Delivery of new open space areas consistent with the requirements of the Planning and Design Guidelines.
- In accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities.



Community facilities

- Development in the Precinct to make an appropriate contribution to:
 - upgrade of the Burwood Park facility to allow for additional meeting space
 - appropriate upgrade to Burwood Library
 - provision of cultural space within an existing facility such as the Concord Memorial Hall or potential new facility within the proposed Concord Community and Recreation Precinct.
- Provision of an additional:
 - 281 childcare places.
 - 33 Before School Care places
 - 112 After School Care places
 - 80 Vacation Care places.



Education facilities

- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- The Sydney Local Health District has undertaken detailed planning for Concord Hospital redevelopment. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind (satisfactory arrangements). The value of the contribution shall be consistent with the Infrastructure Schedule.

7. Kings Bay

Action Plan 2016 – 2023

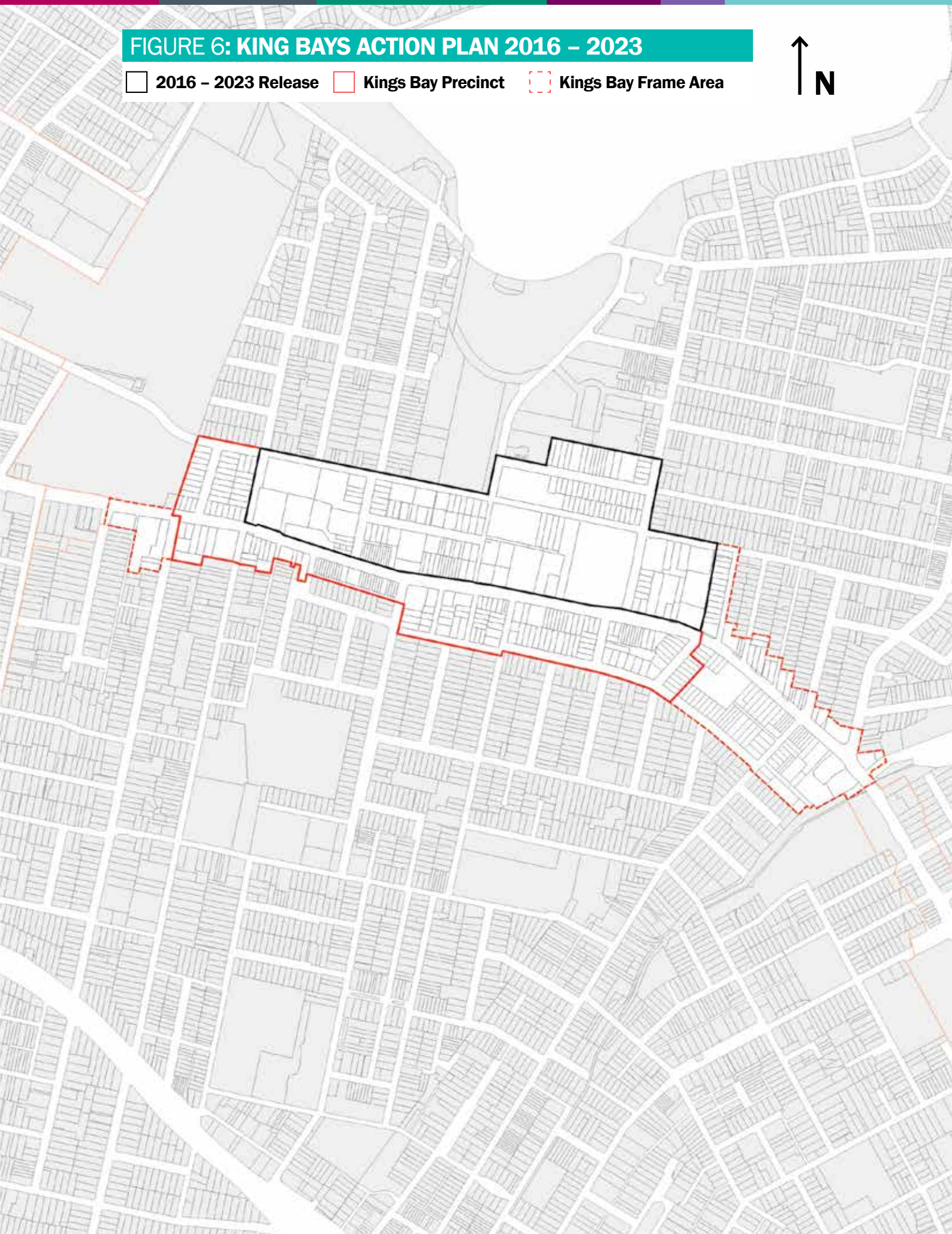
- Key actions for the Kings Bay Precinct and Frame Area have been identified through the work undertaken to date in the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Kings Bay Precinct and Frame Area over the period from 2016 to 2023 is illustrated within the black thick line in Figure 6 and outlined in the following table.



Indicative artist impression only. Subject to change.

FIGURE 6: KING BAYS ACTION PLAN 2016 – 2023

□ 2016 – 2023 Release □ Kings Bay Precinct □ Kings Bay Frame Area



7. Kings Bay

Action Plan 2016 – 2023

KINGS BAYS PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct and Frame Area to be consistent with the Kings Bay Action Plan 2016 – 2023.



Strategic land uses

- a maximum of 130,000m² residential gross floor area.
- Consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - provision of housing diversity types identified within the Strategy.
- a minimum 30,000m² employment gross floor area of predominantly light industrial, enterprise, commercial, retail and community uses.



Public transport

- TfNSW to implement the strategic initiatives of *Sydney CBD to Parramatta Strategic Transport Plan*.
- Operation of the rapid bus solution along Parramatta Road from Burwood to the Sydney CBD.

Note: TfNSW is undertaking detailed planning for public transport services along Parramatta Road and the surrounding road network. Consultation with TfNSW should be undertaken during the preparation of planning proposals within the Corridor in the short term.



Active transport

- Delivery of the regional cycleway along Patterson Street, Gipps Street and Queens Road between Concord Road and Henley Marine Drive.
- Delivery of new cycleways as indicated in Planning and Design Guidelines, including:
 - new cycle connections along the north of Parramatta Road at Taylor Street and then north along Walker Street to Gipps Street
 - new cycle route along William Street, Short Street, Grogan Street, Acton Street and Monash Parade to incorporate Wangal Park into the regional cycle network.
- Development in the Precinct to be designed to deliver prioritised pedestrian links and through-site links as indicated in the Planning and Design Guidelines, including:
 - new north–south through-site link from Parramatta Road to Spencer Street and Queens Road
 - new north–south through-site link from Parramatta Road to a proposed to Queens Road generally near Bayview Street
 - new north–south through-site link from Parramatta Road along the boundary of Rosebank College to Queens Road and then on to Kings Road
 - new north–south through-site link from Parramatta Road to Queens Road between Harris Road and Courland Street.

KINGS BAYS PRECINCT 2016 – 2023



Open space and recreation

- Delivery of new open space areas consistent with the requirements of the Planning and Design Guidelines.
- Construction of the new multi-purpose courts at Charles Heath Reserve.
- In accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities.
- Development in the Precinct to be designed to deliver or make appropriate contributions to open space as shown in Planning and Design Guidelines, including:
 - embellishment of an existing outdoor sports court as identified by Council.



Community facilities

- Development in the Precinct to make an appropriate contribution to:
 - upgrade of the Burwood Park community facility
 - upgrade/expansion of Five Dock Library
 - provision of exhibition space/facilities within the Burwood Community Hub and George Street Community Centre.
- Provision of an additional:
 - 110 childcare places
 - 13 Before School Care places
 - 44 After School Care places
 - 31 Vacation Care places.



Education facilities

- Council to support the provision of an additional 34 after-school care places.
- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- The Sydney Local Health District has undertaken detailed planning for Concord Hospital redevelopment. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

8. Taverners Hill

Action Plan 2016 – 2023

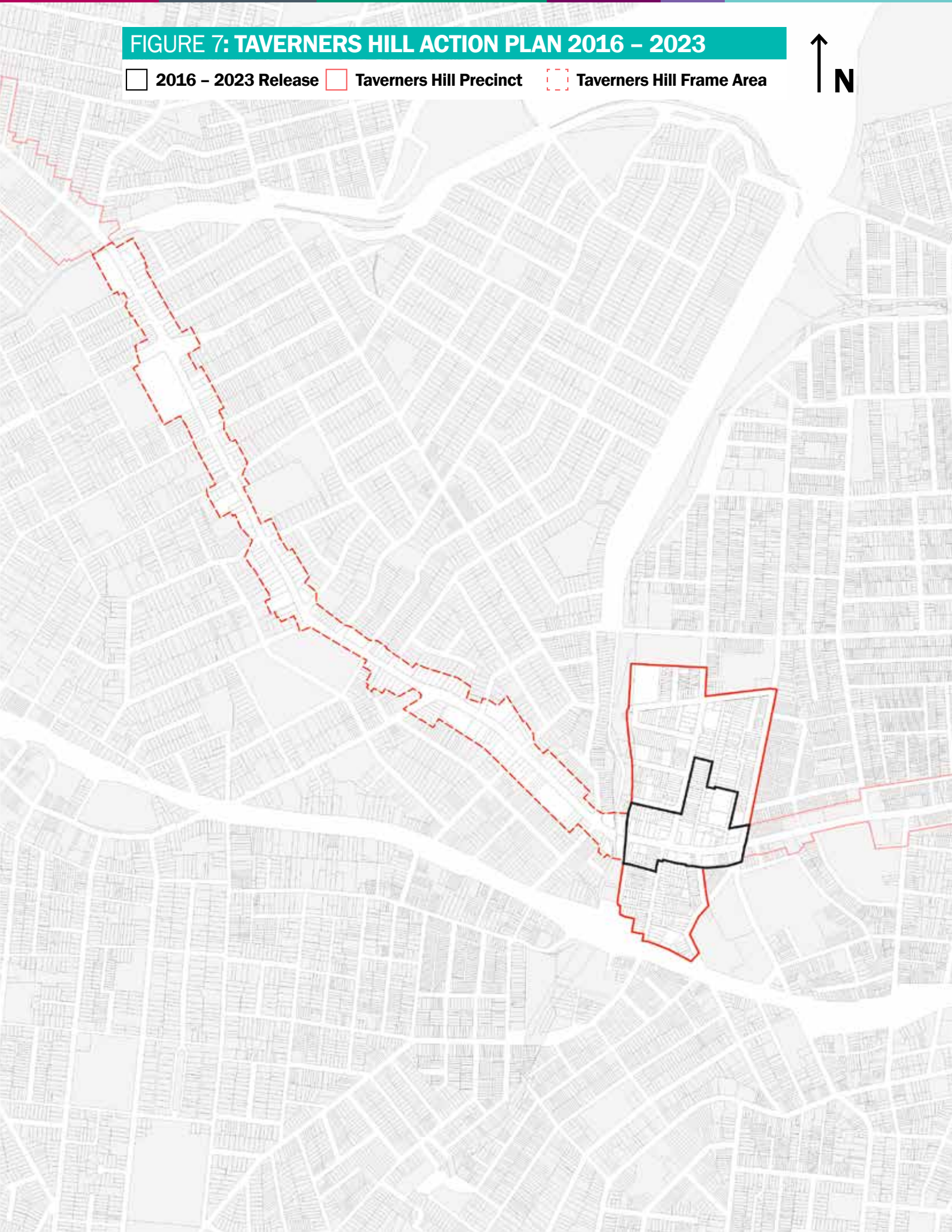
- Key actions for the Taverners Hill Precinct and Frame Area have been identified through the work undertaken to date in the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Taverners Hill and Frame Area over the period from 2016 to 2023 is illustrated within the black thick line in Figure 7 and outlined in the following table.



Indicative artist impression only. Subject to change.

FIGURE 7: TAVERNERS HILL ACTION PLAN 2016 – 2023

□ 2016 – 2023 Release □ Taverners Hill Precinct □ Taverners Hill Frame Area



8. Taverners Hill

Action Plan 2016 – 2023

TAVERNERS HILL PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct and Frame Area to be consistent with the Taverners Hill Action Plan 2016 – 2023.



Strategic land uses

- A maximum of 47,000m² residential gross floor area.
- Consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - provision of housing diversity types identified within the Strategy
- a minimum of 35,000m² employment gross floor area of predominantly light industrial, enterprise, commercial, and community uses.



Public transport

- TfNSW to implement the strategic initiatives of *Sydney CBD to Parramatta Strategic Transport Plan*.
- Operation of the rapid bus solution along Parramatta Road from Burwood to the Sydney CBD.

Note: TfNSW is undertaking detailed planning for public transport services along Parramatta Road and the surrounding road network. Consultation with TfNSW should be undertaken during the preparation of planning proposals within the Corridor in the short term.



Active transport

- Completion of the GreenWay connection under Parramatta Road.
- Completion of the GreenWay Link connection Longport Street.
- Development in the Precinct to make appropriate contributions to the delivery of new cycleways as indicated Planning and Design Guidelines, including:
 - new cycle connection running east-west along Nestor Lane connecting Carrington Street to the light rail corridor.
- Development in the Precinct to be designed to deliver through-site links as indicated in the Planning and Design Guidelines, including:
 - new east-west through-site link connecting Upward Street and George Street.



Open space and recreation

- In accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities.

TAVERNERS HILL PRECINCT 2016 – 2023



Community facilities

- Development in the Precinct to make an appropriate contribution to:
 - embellishment of existing community facilities as identified by Council, such as Summer Hill Community Centre or Ashfield Civic Centre
 - appropriate upgrades to Ashfield or Haberfield Library
 - public art to be provided within the Taverners Hill Town Centre.
- Provision of an additional:
 - 36 childcare places.
 - 4 Before School Care places
 - 14 After School Care places
 - 10 Vacation Care places.



Education facilities

- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- The Sydney Local Health District has undertaken detailed planning for its assets at Royal Prince Alfred Hospital and Canterbury Hospital. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

9. Leichhardt

Action Plan 2016 – 2023

- Key actions for the Leichhardt Precinct and Frame Area have been identified through the work undertaken to date in the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Leichhardt Precinct and Frame Area over the period from 2016 to 2023 is illustrated within the black thick line in Figure 8 and outlined in the following table.



Indicative artist impression only. Subject to change.

FIGURE 8: LEICHHARDT ACTION PLAN 2016 – 2023

□ 2016 – 2023 Release □ Leichhardt Precinct □ Leichhardt Frame Area



9. Leichhardt

Action Plan 2016 – 2023

LEICHHARDT PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct and Frame Area to be consistent with the Leichhardt Action Plan 2016 – 2023.



Strategic land uses

- A maximum of 121,000m² residential gross floor area.
- Consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - range of housing diversity typologies as identified within the Strategy are to be provided.
- a minimum of 71,000m² employment gross floor area of predominantly retail, enterprise and business, commercial and community uses.



Public transport

- TfNSW to implement the strategic initiatives of *Sydney CBD to Parramatta Strategic Transport Plan*.
- Operation of the rapid bus solution along Parramatta Road from Burwood to the Sydney CBD.

Note: TfNSW is undertaking detailed planning for public transport services along Parramatta Road and the surrounding road network. Consultation with TfNSW should be undertaken during the preparation of planning proposals within the Corridor in the short term.



Active transport

- Delivery of the Dot Lane pedestrian and cycle link
- Development in the Precinct to make appropriate contributions to the delivery of new cycleways as indicated in the Planning and Design Guidelines, including:
 - new cycle connection running east–west along Albion Street between Norton Street and just east of Balmain Road
 - new cycle connection running north–south across Parramatta Road connecting Renwick Street in the north to Railway Street in the south.
- Development in the Precinct to be designed to deliver through-site links as indicated in the Planning and Design Guidelines, including a series of new east–west through-site links connecting Renwick Street to Norton Street and Balmain Road.



Open space and recreation

- Delivery of the 'green lungs' on Norton Street, Balmain Road, and Catherine Street.
- Development in the Precinct to be designed to deliver or make appropriate contributions to open space as shown in the Planning and Design Guidelines, including embellishment of existing sportsgrounds and outdoor sports courts as identified by Council.

LEICHHARDT PRECINCT 2016 – 2023



Community facilities

- Development in the Precinct to make an appropriate contribution to:
 - embellishment of existing facilities as identified by Council, such as the Annandale Neighbourhood Centre, Whites Creek Cottage or Booler Community Centre
 - upgrade/expansion of existing library facilities at Ashfield or Haberfield
 - embellishment of cultural facilities in existing community centres
 - public art to be provided in the Leichhardt Town Centre.
- Council to support the Provision of an additional:
 - 67 childcare places
 - 8 Before School Care places
 - 27 After School Care places
 - 19 Vacation Care places.



Education facilities

- In accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- The Sydney Local Health District has undertaken detailed planning for its asset at Royal Prince Alfred Hospital and Balmain Hospitals. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

10. Camperdown

Action Plan 2016 – 2023

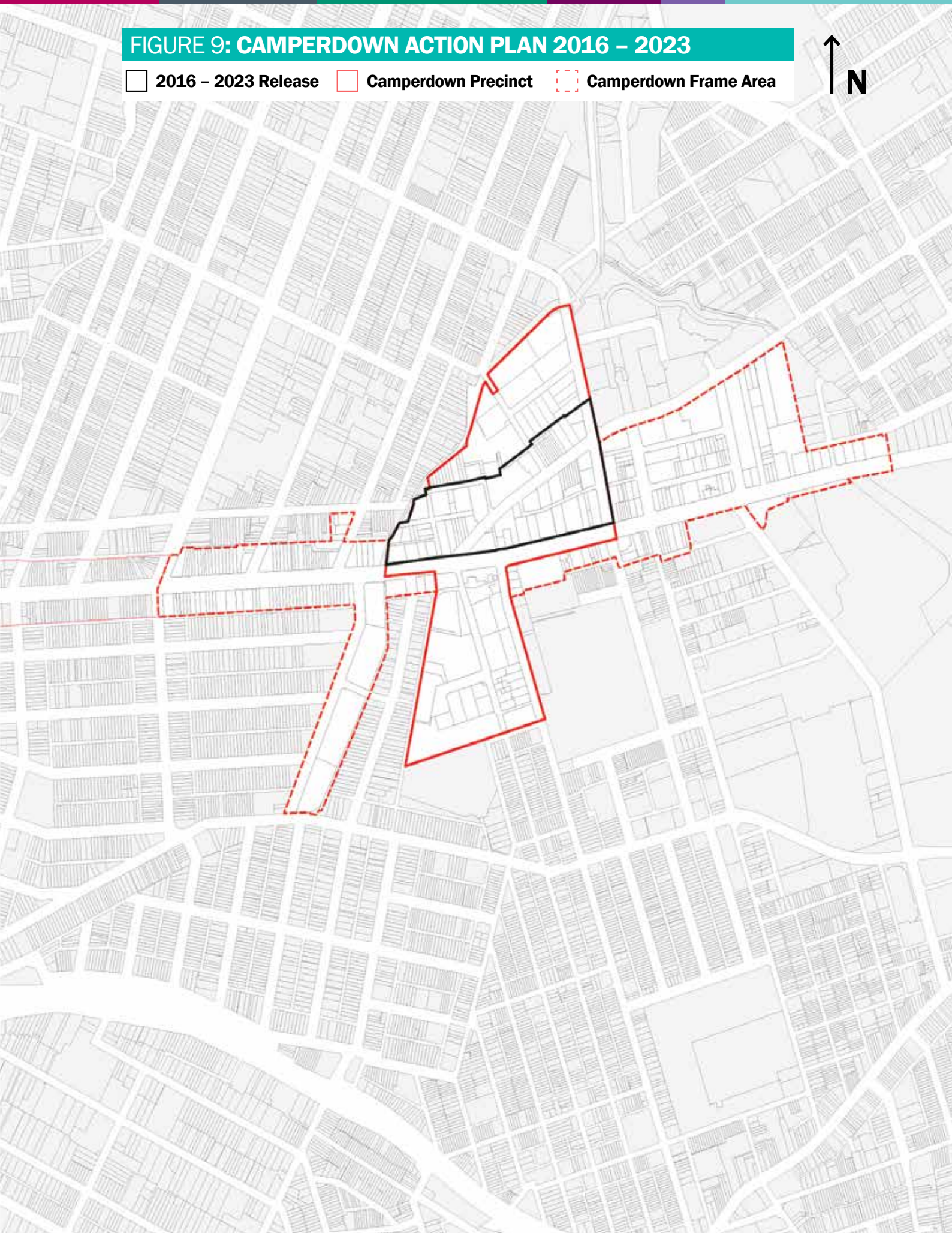
- Key actions for the Camperdown Precinct and Frame Area have been identified through the work undertaken to date in the Strategy, as well as the consultation process undertaken in late 2015.
- Based upon these considerations, the anticipated progress of the Camperdown Precinct and Frame Area over the period from 2016 to 2023 is illustrated within the black thick line in Figure 9 and outlined in the following table.



Indicative artist impression only. Subject to change.

FIGURE 9: CAMPERDOWN ACTION PLAN 2016 – 2023

□ 2016 – 2023 Release □ Camperdown Precinct □ Camperdown Frame Area



10. Camperdown

Action Plan 2016 – 2023

CAMPERDOWN PRECINCT 2016 – 2023



Timing of release

- From 2016.
- Sequencing of planning proposals in the Precinct and Frame Area to be consistent with Camperdown Action Plan 2016 – 2023.



Strategic land uses

- If the future land uses permit Affordable Housing, then consistent with the requirements of the Strategy:
 - a minimum of 5% of new housing is to be provided as Affordable Housing, or in line with Government policy of the day.
 - a range of housing diversity typologies as identified within the Strategy are to be provided.
- a maximum of 105,000m² employment gross floor area of predominantly light industrial, enterprise and business, commercial, and community uses.



Public transport

- TfNSW to implement the strategic initiatives of *Sydney CBD to Burwood Parramatta Strategic Transport Plan*.
- Operation of the rapid bus solution along Parramatta Road from Burwood to the Sydney CBD.

Note: TfNSW is undertaking detailed planning for public transport services along Parramatta Road and the surrounding road network. Consultation with TfNSW should be undertaken during the preparation of planning proposals within the Corridor in the short term.



Active transport

- Delivery of the Johnstons Creek pedestrian and cycle link.
- Delivery of the Pyrmont Bridge Road pedestrian and cycle link.
- Provision of new cycle and walking links within the 2016 – 2023 Release Area, as indicated in the Planning and Design Guidelines.



Open space and recreation

- In accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities.



Community facilities

- In accordance with the Infrastructure Schedule, payment of a monetary contribution towards medium to long term community infrastructure/ facilities, particularly if the future land uses permit Affordable Housing.
- If the future land uses permit Affordable Housing, provision of an appropriate proportion of child care and Out of School Hours places. Planning proposals should consider whether the proposed uses create a demand for child care and make appropriate provision for any required child care places and Out of School Hours places having regard to the Infrastructure Schedule.

CAMPERDOWN PRECINCT 2016 – 2023



Education facilities

- If the future land uses permit Affordable Housing, then in accordance with the Infrastructure Schedule, provision of appropriate contributions towards primary and secondary schools.



Health facilities

- The Sydney Local Health District has undertaken detailed planning for its assets at Royal Prince Alfred Hospital. Consultation with the Ministry of Health should be undertaken during the preparation of planning proposals within the Corridor in the short term and satisfactory arrangements entered into, as relevant.



Road improvements and upgrades

- Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.



Funding framework or satisfactory arrangements

- New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

For further information:



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