

6 November 2023

At the conclusion of the Resilient Communities and Economy
Committee

**Transport, Heritage and Planning
Committee**

Agenda

- 1. Confirmation of Minutes**
- 2. Statement of Ethical Obligations and Disclosures of Interest**
- 3. Post Exhibition - Access Strategy and Action Plan - Continuing the Vision**
- 4. Post Exhibition - Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge - Sydney Local Environmental Plan 2012 Amendment**
- 5. Post Exhibition - Planning Proposal - 85-93 Commonwealth Street, Surry Hills - Sydney Local Environmental Plan 2012 Amendment**
- 6. Local Planning Panel - Appointment of Members**
- 7. Fire Safety Reports**

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1. Register to speak by calling Secretariat on 9265 9702 or emailing secretariat@cityofsydney.nsw.gov.au before 10.00am on the day of the meeting.
2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.
3. Note that there is a three minute time limit for each speaker (with a warning bell at two minutes) and prepare your presentation to cover your major points within that time.
4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.
5. If there is a large number of people interested in the same item as you, try to nominate three representatives to speak on your behalf and to indicate how many people they are representing.

Committee meetings can continue until very late, particularly when there is a long agenda and a large number of speakers. This impacts on speakers who have to wait until very late, as well as City staff and Councillors who are required to remain focused and alert until very late. At the start of each Committee meeting, the Committee Chair may reorder agenda items so that those items with speakers can be dealt with first.

Committee reports are available at www.cityofsydney.nsw.gov.au

Item 1.

Confirmation of Minutes

Minutes of the following meetings of the Transport, Heritage and Planning Committee are submitted for confirmation:

Meeting of 16 October 2023

Item 2.

Statement of Ethical Obligations

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.

Post Exhibition - Access Strategy and Action Plan - Continuing the Vision

File No: X095505

Summary

This report seeks Council approval of the City's Access Strategy and Action Plan after exhibition in July and August 2023.

The City of Sydney's current integrated, comprehensive access strategy for the whole local government area, Connecting Our City, was approved in 2012. Access and transport were key themes and enablers of Sustainable Sydney 2030. There have been many significant achievements in access and transport since Sustainable Sydney 2030 was adopted in 2008, including light rail/George Street transformation, extensive delivery of our cycleway network, and NSW Government rolling out high-capacity Metro rail and stations.

Access and transport remain of primary importance in meeting the outcomes in Sustainable Sydney 2030-2050 – Continuing the Vision and the Community Strategic Plan – Delivering Sustainable Sydney 2030-2050. Many Transformative Project Ideas in Sustainable Sydney 2030-2050 - Continuing the Vision relate directly to transport projects. Others rely heavily on changed approaches to access and transport.

At its June 2023 meeting, Council resolved to exhibit the Draft Access Strategy and Action Plan - Continuing the Vision. The Draft Strategy and Action Plan builds on the City's achievements. It explains our plans to achieve the city for walking, cycling and public transport. It explains why transport and access are crucial to creating a city that is environmentally sustainable, inclusive and economically productive. It identifies the high level of consistency between the City's approach to transport and access, and NSW Government policies. The document also outlines the City's extensive programs that contribute directly to the outcomes in the Community Strategic Plan.

The draft Action Plan contains 17 actions. Some actions relate directly to Transformative Project Ideas as contained in Sustainable Sydney 2030-2050 – Continuing the Vision. Some actions provide an overview of existing or proposed City strategies. There are advocacy actions for the City to influence the NSW Government, generally on issues or positions where the NSW Government has made strategy or policy announcements but not delivered on these.

In response to the public exhibition, 107 people provided "free-form" comments on the Draft Access Strategy and Action Plan. The City also received seven submissions from individuals and nine submissions from community groups and public/private organisations.

The public consultation indicated overall support for the Draft Strategy and Action Plan and the City's approach and commitments to managing access and transport to support environmental, social and economic outcomes.

In response to submissions, the City is proposing a number of changes:

- clarifying where necessary the advocacy nature of the document and some of the actions and positions within it, while continuing to identify the strong alignment with NSW Government commitments, strategies or policy frameworks;
- clarifying the City's role in specific achievements since Sustainable Sydney 2030, such as successful advocacy for NSW Government Metro projects; and
- reflecting the positive input of the South-East light rail operator on extending the system.

Where appropriate, the revised document reflects recent NSW Government announcements, actions or inquiries. The external context may continue to change across the life of the Strategy and Action Plan, but the City's advocacy positions will always be determined by Council.

In terms of Action 8, a City for Walking, Council will soon consider an update of the Walking Strategy and Action Plan. The text in the Draft Strategy and Action Plan summarises the overall approach (as it does with the Strategies and Action Plans for Cycling and for Electrification of City Transport).

Recommendation

It is resolved that:

- (A) Council note the submissions and feedback received through the public exhibition period as shown at Attachment C to the subject report;
- (B) Council adopt the Access Strategy and Action Plan - Continuing the Vision incorporating amendments, as shown at Attachments A and B to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to make amendments to the Access Strategy and Action Plan – Continuing the Vision in order to correct any minor drafting errors and finalise design, artwork and accessible formats for publication.

Attachments

- | | |
|----------------------|---|
| Attachment A. | Proposed Changes to Exhibited Draft Access Strategy and Action Plan - Continuing the Vision |
| Attachment B. | Final Access Strategy and Action Plan - Continuing the Vision |
| Attachment C. | Engagement Report – Access Strategy and Action Plan - Continuing the Vision |

Background

1. Access and transport were key themes and enablers of Sustainable Sydney 2030. There have been many significant achievements in access and transport since Sustainable Sydney 2030 was adopted in 2008, including light rail/George Street transformation, extensive cycleway delivery and NSW Government rolling out high capacity Metro rail and stations such as Barangaroo, Waterloo and Pyrmont.
2. Access and transport remain of primary importance in meeting the outcomes in Sustainable Sydney 2030-2050 – Continuing the Vision and the Community Strategic Plan – Delivering Sustainable Sydney 2030-2050. Many Transformative Project Ideas in Sustainable Sydney 2030-2050 - Continuing the Vision relate directly to transport projects. Others rely heavily on changed approaches to access and transport to enable their implementation.
3. This is the first integrated, comprehensive access strategy for the whole City of Sydney since Connecting our City in 2012.
4. The City undertook extensive technical studies from 2018-20 to inform Sustainable Sydney 2030-2050 – Continuing the Vision. These studies included access to global leaders in implementing change in major cities, such as London and New York.
5. These technical studies underpin Sustainable Sydney 2030-2050 – Continuing the Vision's Direction 5 - Create a city for walking, cycling and public transport.
6. The studies developed approaches to leverage the major NSW Government infrastructure program of Metro (supported) and motorways (not supported). These infrastructure programs allow a change in transport system management that enables street space reallocation in the city centre and other key precincts, while maintaining access for people and for businesses to receive goods and services.
7. City Access and Transport worked with key units within the City to develop the strategy and/or specific actions – including Strategic Planning and Urban Development, Sustainability, City Design and Economic Strategy.
8. The City was also able to engage with the key NSW Government agencies (Transport for NSW, Department of Planning and Environment, and Infrastructure NSW) to build an understanding of and support for these approaches. The City was thus able to argue or advocate for the approaches in a number of parallel processes:
 - (a) City of Sydney's City Plan 2036;
 - (b) NSW Government South East Sydney Transport Strategy (commitment to Metro extension to Zetland);
 - (c) NSW Government Metro West (Pyrmont Station); and
 - (d) NSW Government Tech Central Place-Based Transport Strategy (commitment to MetroWest Extension Investigations at Central and Camperdown, transformation of Broadway including reallocation of street space).

9. The City's Draft Access Strategy and Action Plan supports and contextualises the specific strategies and proposals. It builds on the City's achievements, with the aim of continuing progress towards the vision. It explains our plans to achieve the city for walking, cycling and public transport. It explains why transport and access are crucial to creating a city that is environmentally sustainable, inclusive and economically productive. It identifies the high level of consistency between the City's approach to transport and access, and NSW Government policies. The document also outlines the City's extensive programs that contribute directly to the outcomes in the Community Strategic Plan.
10. The first part of the draft document is a strategy, comprising 10 key elements. It is a strategy:
 - (a) to deliver an integrated transport and land use system providing high levels of access without relying on high levels of mobility;
 - (b) for reallocating street space;
 - (c) to inform planning of key precincts;
 - (d) that improves places;
 - (e) that responds to the climate emergency and builds resilience;
 - (f) that enables the City to continue to grow;
 - (g) to assist pandemic recovery;
 - (h) that strengthens inclusion;
 - (i) that saves lives; and
 - (j) that shapes the city around a networked public transport system.
11. The second part of the draft document is an action plan, comprising 17 actions:
 - 1) Broadway – a green axis for Tech Central, a city centre gateway
 - 2) Park Street – a green gateway for the city centre, reconnecting Hyde Park
 - 3) Oxford and Flinders Streets – a green gateway supporting culture
 - 4) City centre place improvements - from vehicles to people
 - 5) Plan Sydney Metro precincts to improve the public domain and increase space for people
 - 6) Sydney Metro as a catalyst – bringing forward the Metro West extension
 - 7) Connecting Green Square
 - 8) A city for walking
 - 9) A city for cycling
 - 10) Moving kerbside deliveries off-street over time

- 11) Reforming Traffic Committees – letting local government manage local roads
 - 12) Funding public domain works via parking space levies
 - 13) Reducing the impacts of buses in the city centre
 - 14) Electrification of City transport
 - 15) Reducing vehicle speeds
 - 16) Supporting car sharing
 - 17) Pricing to achieve more equitable access outcomes.
12. Actions 8, 9 and 14 relate to existing strategies: the City is implementing the Cycling Strategy and Action Plan (adopted in 2018). The City is updating the Walking Strategy and Action Plan. In June 2023, Council adopted the Electrification of Transport Strategy and Action Plan.
 13. For the other actions, the Strategy and Action Plan provides:
 - (a) a description of the action;
 - (b) the issues and opportunities that the action addresses; and
 - (c) the key enablers of the action and the next steps.
 14. The Access Strategy and Action Plan reflect the City's relatively limited direct role in managing access and transport. Rather, multiple advocacy actions seek NSW Government commitment towards actions to achieve generally agreed outcomes.
 15. The Access Strategy and Action Plan continue the City's advocacy for the Metro West extension to Zetland by 2030, and light rail to Green Square now. Elsewhere, the primary focus is on street space reallocation, in the city centre and in key precincts such as Tech Central and Oxford Street. For Broadway and Oxford Street, the City sees a role for light rail, building on its success and popularity. The overall approach will support the improvement of public places, even as the City grows significantly.
 16. The NSW Government announced a number of inquiries in 2023:
 - (a) Independent Metro Review;
 - (b) Bus Industry Reform Taskforce;
 - (c) Independent Road Tolling Review; and
 - (d) Sydney Trains Review.
 17. The NSW Government also released updated Speed Zoning Standards, which strengthen the case for 30km/h speed limits consistent with the Access Strategy and Action Plan.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

18. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This plan is aligned with the following strategic directions and objectives:
- (a) Direction 2 - A leading environmental performer - by supporting the transition to Net Zero Emissions in the transport sector.
 - (b) Direction 3 - Public places for all - by creating the opportunity for reallocating street space away from vehicles to people, places and planting.
 - (c) Direction 5 - A city for walking, cycling and public transport - this is the key focus of the draft Access Strategy and Action Plan.
 - (d) Direction 6 - An equitable and inclusive city - by identifying the need for access for all sections of the community, and by supporting more affordable transport options.
 - (e) Direction 7 - Resilient and diverse communities - by creating the transport system that will provide access that responds to economic, environmental or public health challenges.
 - (f) Direction 8 - A thriving cultural and creative life - by helping create more vibrant high streets such as Oxford Street, while maintaining access.
 - (g) Direction 9 - A transformed and innovative economy - by supporting high quality places with improved access, in Tech Central, Pyrmont and the city centre.

Organisational Impact

19. The Access Strategy and Action Plan has no organisational impact. Actions do not require additional staff resourcing.

Risks

20. There is no direct significant risk arising from Council adopting the Access Strategy and Action Plan.
21. Implementation of the Access Strategy and Action Plan faces risk in the level of NSW Government support for specific street space reallocations, even when forming part of government strategies or announcements.
22. Another risk is the expectation risk that the City will be able to fund public domain works when street space is reallocated. The City will look to other levels of government to increase funding for these works, and implement tactical approaches to allow costs to be scaled over time where appropriate. The City will also look for funding from development, exemplified by the Public Domain Plans and specific contributions. The Strategy and Action Plan also identifies an option for increasing funding (Action 12, funding public domain works through the Parking Space Levy).

Social / Cultural / Community

23. The Access Strategy and Action Plan includes strategies and actions that support a more accessible and inclusive City of Sydney. They aim for a city based around walking, cycling and public transport, supported by options such as car sharing. These are more affordable options.
24. The Access Strategy and Action Plan however acknowledge the need for trips by private motor vehicles, especially for less mobile people. Maintaining access for these sections of the community is a fundamental element of the Access Strategy and Action Plan.

Environmental

25. The key environmental challenge for the transport sector is Net Zero emissions by 2035. The City aims to reduce vehicle emissions, supporting the transition to Net Zero while reducing harmful impacts of local emissions. The City's overall approach is to reduce emissions by reducing the amount people need to travel by private motor vehicle. Electrification of transport systems then completes the transition to Net Zero.
26. A related issue is mitigating the impacts of heat. A key element of the Access Strategy and Action Plan is to support more space for plantings by creating more space by reallocating it away from vehicle traffic where appropriate.

Economic

27. The Access Strategy and Action Plan are consistent with the City's economic vision, encapsulated in Direction 9 of Sustainable Sydney 2030-2050 – Continuing the Vision. The extension of Metro West to Zetland (as part of an extension to at least Randwick) will create major productivity benefits in centres served by Metro. The overall approach to reallocate street space in precincts such as the city centre, Tech Central and Pyrmont are fundamental to supporting high value growth in the innovation sector, as well as directly enabling the city centre tower clusters fundamental to the Central Sydney Planning Strategy.

Financial Implications

28. There are no direct financial implications arising from the Access Strategy and Action Plan. Many actions are underway within committed resources. No additional staff are required to implement the actions. Where minor amounts of funding could be required, for example for technical studies to develop high level concepts for a Green Avenue, these are subject to the City's established operational budget processes.

Relevant Legislation

29. There is no legislation with direct impact on the Access Strategy and Action Plan, or which require it. The Access Strategy and Action Plan relate generally to allocation of transport and traffic responsibilities under the Local Government Act 1993, the Roads Act 1993 and the Road Transport Act 2013.

Options

30. The City could consider advocating for specific projects or approaches based on existing Council strategies such as Sustainable Sydney 2030-2050 Continuing the Vision and City Plan 2036. However there would be less collective understanding without an integrated access strategy, which illustrates in more detail why and how specific actions are required.

Public Consultation

31. On 19 June 2023, Council approved public exhibition of the draft Access Strategy and Action Plan to allow an opportunity for the community to provide feedback. Consultation was undertaken from 10 July to 7 August 2023.
32. During the consultation period the Sydney Your Say page was visited 1587 times. 107 people responded to the online consultation on the Access Strategy and Action Plan. The City also received seven submissions from individuals and nine submissions from community groups and public/private organisations.
33. The public consultation indicated support for the access strategy and action plan and the City's approach and commitments to managing access and transport to support environmental, social and economic outcomes.
34. Some submissions indicated a lack of support for elements of strategies and actions.
35. Attachment C is a detailed report on the engagement process.
36. There was strong support for the Broadway Green Avenue proposal, expressed in submissions from a number of major landholders fronting Broadway or Parramatta Road. Some submissions raised potential minor additions to the project, that the City would work with Transport for NSW to consider in final design; or aspects of consultation to support implementation that the City expects would form part of more detailed design and planning approval work undertaken by Transport for NSW.
37. The South East light rail operator made a submission, indicating their willingness to collaborate with the NSW Government to extend light rail along Broadway and to Green Square.
38. Transport for NSW provided a submission which recognised the high level of strategic alignment between the Strategy and Action Plan and the NSW Government's overall approach. Noting the advocacy nature of much of the Access Strategy and Action Plan, the submission did not indicate support for specific actions.
39. Active transport stakeholders made submissions supporting the rollout of lower speed limits, including 30km/h limits more widely applied. The City's position remains that the priority for implementation is the city centre and major areas of pedestrian activity. Some submissions did not support the implementation of 30km/h limits, due to potential impacts on private vehicle travel speeds or congestion. The City's proposed focus areas for implementation already have low traffic speeds or are places where general traffic should be given less priority over placemaking and other road users.
40. A number of submissions via the website facility indicated opposition for the NSW Government's cycleway project on Oxford Street (East of Taylor Square), especially through Paddington. The City notes that this is a NSW Government project on a state

road and that many of the issues raised in these submissions were raised and addressed in the NSW Government's consultation and design process for the project.

41. A number of submissions expressed support for the City's approaches to reducing transport sector emissions, which are outlined in the Electrification of City Transport Strategy and Action Plan.
42. Attachment A identifies the proposed changes to the exhibited draft, with major amendments including:
 - (a) reflecting the announcement of Gadigal Metro Station;
 - (b) at Section 1 and in Figure 1, clarifying the City's role in advocating for NSW Government public transport projects such as light rail and Metro;
 - (c) at Section 2, clarifying the strong alignment between the Access Strategy and Action Plan and NSW Government policy frameworks and approaches;
 - (d) at Section 3, removing reference to the community consultation for Sustainable Sydney 2030-50, given the Access Strategy and Action Plan has now had its own consultation;
 - (e) at Section 3, Strategy J, further recognising the support for buses, especially where they supplement rail services and with support for zero emissions vehicles;
 - (f) at Action 1, Broadway Green Avenue, updating on the City's advocacy to the NSW Government for approval and funding support of immediate and staged implementation, with tactical measures for walking and cycling in advance of permanent changes. Light rail to then follow (to be approved by the NSW Government, however with the light rail operator indicating its support);
 - (g) at Action 5, Planning Metro Precincts, changes to make it more consistent with Action 4, City Centre Place Improvements;
 - (h) at Action 6, Metro as Catalyst, referencing the NSW Government's Independent Review;
 - (i) at Action 7, Connecting Green Square, reflecting the light rail operator's willingness to collaborate with the NSW Government to extend light rail to Green Square;
 - (j) at Action 8, a City for Walking, better reflecting the City's advocacy role to the NSW Government on lower speed limits and reducing delays for people walking at traffic signals;
 - (k) at Action 9, a City for Cycling, clarifying that broader road safety education programs that encourage vehicle drivers to adopt safer behaviours towards people riding are the responsibility of the NSW Government;

- (l) at Action 10, Moving Kerbside Deliveries Off-street Over Time, confirming that the City recognises the importance of efficient and timely freight and deliveries in the City. Over time, it plans to increase off-street loading capacity to enable a progressive reduction of on-street loading in nearby streets, using the kerb space for other purposes while ensuring businesses retain access for their freight and servicing needs;
- (m) at Action 11, More Control For Local Government Over Local Streets, noting that Transport for NSW continues to work to reform the Traffic Delegations, and the City's response will be determined by the scope of any future changes;
- (n) at Action 13, Reducing the Impacts of Buses in the City Centre, noting the NSW Government's establishment of the Bus Industry Reform Taskforce;
- (o) at Action 15, Reducing Vehicle Speeds, noting the NSW Government's release of updated Speed Zoning Standards, including guidance for 30km/h speed limits;
- (p) At Action 16, Supporting Car Sharing, clarifying that it is the City of Sydney that conducts policy reviews; and
- (q) at Action 17, Pricing to Achieve More Equitable Access Outcomes, noting the NSW Government's establishment of the Independent Tolling Review, and providing a link to the City's submission (this includes some more detailed options for consideration in the context of the Review's Terms of Reference).

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Attachment A

**Proposed Changes to Exhibited Draft
Access Strategy and Action Plan –
Continuing the Vision**



Draft-Final

November 2023

Access Strategy and Action Plan Continuing the Vision

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Executive summary

Rebalancing movement and place within our city to create a city for walking, cycling and public transport

The City of Sydney's *Access Strategy and Action Plan: Continuing the Vision* (the 'Access Strategy') explains the City of Sydney's approach and commitments to managing access and transport to support environmental, social and economic outcomes. It focuses on the geographic area of the City of Sydney, in the broader context of metropolitan Sydney.

It builds on the City's achievements since the adoption of *Sustainable Sydney 2030* in 2008. It updates the *Connecting Our the City* transport strategy released in 2012. It is crucial that the City reviews and updates its previous 2012 transport strategy to account for the significant progress it has made since then and to enable effective collaboration with NSW Government agencies and other key stakeholders.

It identifies additional strategies and actions the City of Sydney can adopt and implement and includes advocacy actions for the City to influence the NSW Government.

The City has developed the Access Strategy in parallel with, and to support, the two documents: *Sustainable Sydney 2030–2050: Continuing the Vision* ('Sustainable Sydney 2030–2050') and the *Community Strategic Plan: Delivering Sustainable Sydney 2030–2050* (the 'Community Strategic

Plan'). The Access Strategy explains why transport and access are crucial to creating a City that is environmentally sustainable, inclusive and economically productive. It shows how new ideas and approaches will work with the City's extensive existing programs and policies to achieve a city for walking, cycling and public transport. The Access Strategy also describes how it is integrated with, supports and operationalises the directions incorporated in *Sustainable Sydney 2030–2050*.

The Access Strategy has 10 main elements:

- Deliver an integrated transport and land use system providing high levels of access without relying on high levels of mobility.
- Reallocate street space
- Inform planning of key precincts
- Improve places
- Respond to the climate emergency and build resilience
- Enable the City to continue to grow
- Assist pandemic recovery
- Strengthen inclusion
- Save lives and reduce injuries
- Shape the city around a networked public transport system.

The Access Strategy will use targets and measures from Sustainable Sydney 2030–2050 and the Community Strategic Plan to drive progress towards the strategy's vision and outcomes and to report on progress.

The Access Strategy includes 17 projects, initiatives and programs that translate the Access Strategy into an Action Plan, that:

- makes immediate progress on creating a city for walking, cycling and public transport
 - responds to the needs of the City's different areas and geographies
 - capitalises on the issues where it has direct control and strengthens its advocacy and influence where it doesn't
 - maximises delivery and value for money, recognising the City's limited funds
 - looks for opportunities for additional funding for access and transport.
-

The actions are:

1. Broadway – A green axis for Tech Central, a city centre gateway
2. Park Street – A green gateway for the city centre, reconnecting Hyde Park
3. Oxford and Flinders Streets – A green gateway supporting culture
4. City centre place improvements - from vehicles to people
5. Plan Sydney Metro precincts to improve the public domain and increase space for people
6. Sydney Metro as a catalyst – bringing forward the Metro West extension
7. Connecting Green Square

8. A city for walking
9. A city for cycling
10. Moving kerbside deliveries off-street over time
11. More control for local government over local streets
12. Funding public domain works via parking space levies
13. Reducing the impacts of buses in the city centre
14. Electrification of City transport
15. Reducing vehicle speeds
16. Supporting car sharing
17. Pricing to achieve more equitable access outcomes.

Over time, the City will update the Action Plan, as we implement priorities and as new opportunities or priorities emerge.

The City is monitoring a number of rapidly evolving technologies that could disrupt the transport and access system and the City's Access Strategy. These are:

- Mobility as a Service
- Autonomous vehicles
- Personal mobility devices
- High-speed rail.

The different components of the City's Access Strategy will together create a city for walking, cycling and public transport.

1. Introduction

Scope of Strategy

This document is the City of Sydney's *Access Strategy and Action Plan: Continuing the Vision* (the 'Access Strategy').

It explains the City of Sydney's approach and commitments to managing access and transport to support environmental, social and economic outcomes.

It focuses on the geographic area of the City of Sydney, in the broader context of metropolitan Sydney.

It outlines the City's key achievements since the adoption of *Sustainable Sydney 2030* in 2008. *It updates the Connecting Our City transport strategy released in 2012. It recognises the City's advocacy role in securing NSW Government commitment to Metro and Light Rail. Building on these achievements, it identifies additional strategies and actions the City of Sydney can adopt and implement, to continue progress towards the vision. It also includes advocacy actions for the City to collaborate with and influence the NSW Government. Many of these are fully consistent with existing NSW Government policy positions, or translate the policy principles into specific projects.*

It updates the Connecting the City transport strategy released in 2012. It is crucial that the City reviews and updates its previous 2012 transport strategy to account for the significant progress it has made since then and to enable effective collaboration with NSW Government agencies and other key stakeholders.



Photo: Mark Metcalfe / City of Sydney

The City developed the Access Strategy in parallel with, and to support, the two documents: *Sustainable Sydney 2030–2050: Continuing the Vision* ('Sustainable Sydney 2030–2050') and the *Community Strategic Plan: Delivering Sustainable Sydney 2030–2050* (the 'Community Strategic Plan').

Section 2 outlines the relationship of the Access Strategy to Sustainable Sydney 2030–2050 and the Community Strategic Plan in more detail.

Purpose: the need for an Access Strategy and Action Plan

- This document directly relates to Sustainable Sydney 2030–2050 and the Community Strategic Plan.
 - It explains why transport and access are crucial to creating a city that is environmentally sustainable, inclusive and economically productive.
 - It shows how new ideas and approaches will work with the City’s extensive existing programs and policies to achieve a City for walking, cycling and public transport. It identifies the high level of consistency between the City’s approach to transport and access and NSW Government policies, **improving the City’s ability to advocate for these approaches.**
 - It provides more detail on Sustainable Sydney 2030–2050’s Transformative Project Ideas and transport and access targets, principles and directions.
 - It provides the transport network context to and further rationale for the Transformative Project Ideas outlined in Sustainable Sydney 2030–2050.
- It helps to consolidate and operationalise the NSW Government’s existing ‘place-based’ transport strategies for key areas of the City of Sydney, including its South East Sydney Transport Strategy (2020) and its Tech Central Place-Based Transport Strategy (2021). It provides more detail on relevant elements and, in some instances, shows why these projects must be realised more quickly than currently committed to by the NSW Government.
 - It provides discussion about the potential future of key issues, such as freight and servicing, to guide the City’s responses and actions.

2. Supporting Sustainable Sydney 2030–2050

This section explains how the Access Strategy is integrated with, supports and operationalises the directions incorporated in Sustainable Sydney 2030–2050. It documents progress and achievements since the City released Sustainable Sydney 2030.

Building on the progress of Sustainable Sydney 2030

Sustainable Sydney 2030 was endorsed in July 2008. Key achievements delivered as part of Sustainable Sydney 2030 are shown in Figure 1. These are primarily a result of direct action by the City. Some were achieved in partnership with the NSW Government. New public transport (light rail, Metro) is delivered by the NSW Government, but the City played a strong advocacy role and supports the projects with public domain works.

Strategic context: Sustainable Sydney 2030–2050

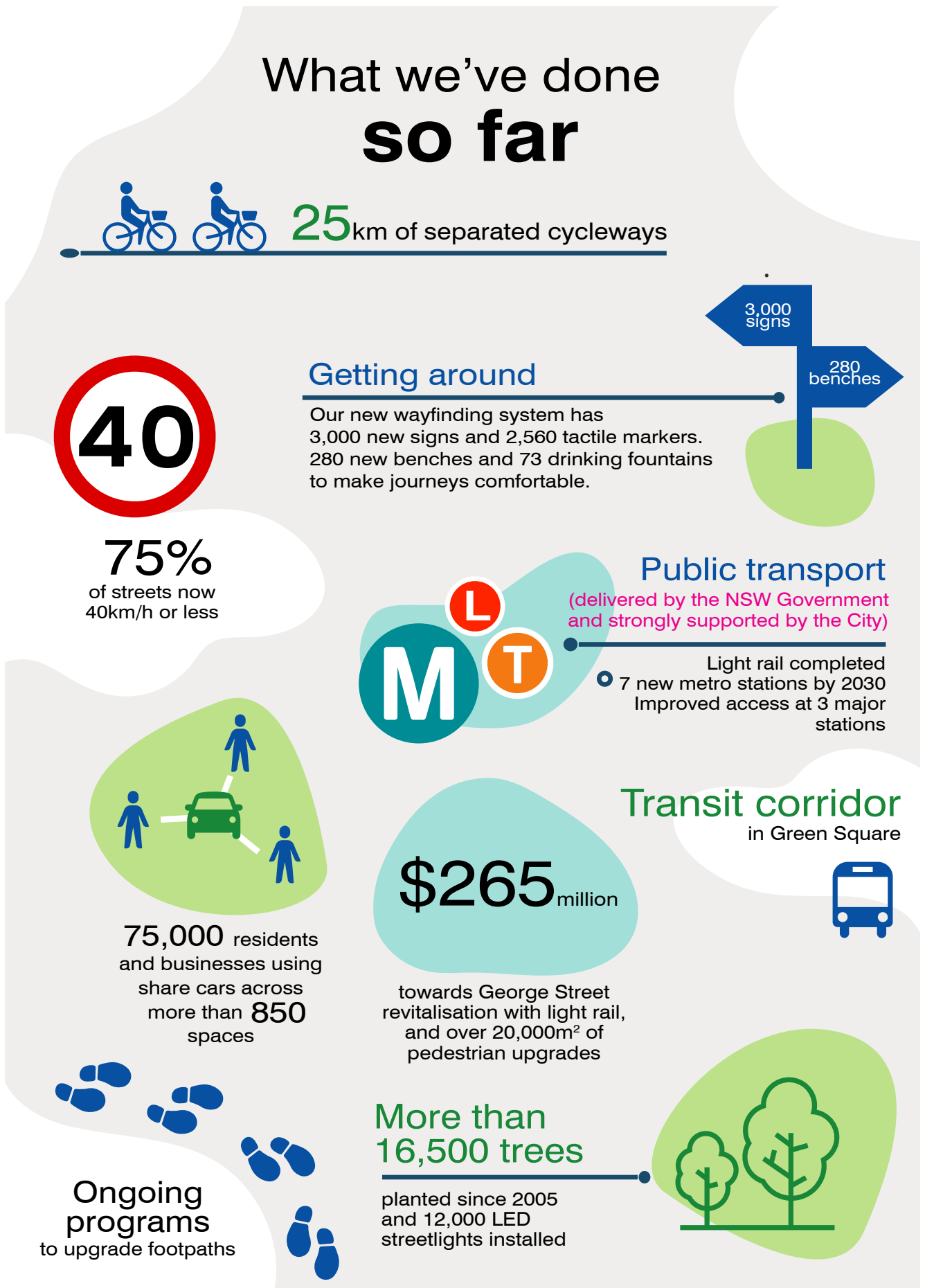
This Access Strategy has been developed in concert with and to support and supplement the Sustainable Sydney 2030–2050 strategy.

Sustainable Sydney 2030–2050 builds on the work undertaken to realise the City's Sustainable Sydney 2030 strategy, which was released in 2008 (achievements in transport and access are shown in Figure 1). Sustainable Sydney 2030–2050 responds to relevant global trends and policy frameworks, encapsulates the City's communities' values and aspirations, and is underpinned by research and data analysis.

Sustainable Sydney 2030–2050 articulates a future:

- that is more sustainable, driven by individual and collective action to respond to the climate emergency
- where the City continues to be a leader in our region for just and sustainable growth, creativity, and innovation
- where the thriving 24-hour economy creates opportunities for all
- with a more resilient city – where the social, business, cultural and physical connections in our city support everyone to reach their full potential, adapt to change and withstand adversity.

Figure 1. Key achievements of Sustainable Sydney 2030



Sustainable Sydney 2030–2050 includes:

- 10 **Targets** to enable the City to measure and report on change over time
- 10 **Strategic Directions** to provide a framework for action by the City of Sydney, other levels of government, and by business and the community
- 10 **Transformative Project Ideas** building on past projects and concepts, to illustrate ways we can realise the vision for the city by 2050. They are intended to provoke thought and discussion about significant actions the City of Sydney and others can take.

The Community Strategic Plan is the City's formal corporate planning document under the Local Government Act 1993. It provides more detail on the communities' perspectives and rationale for action. For each of the 10 Strategic Directions in Sustainable Sydney 2030–2050, it translates the vision into objectives and outcomes, with measures to recognise progress over time.

The Access Strategy relates primarily to Sustainable Sydney 2030–2050 Strategic Direction 5: *A city for walking, cycling and public transport*.

Transport and access play a supporting role in other directions, especially Direction 3: *Public places for all*.



Photo: Adam Hollingworth / City of Sydney

The Access Strategy was developed in parallel to Sustainable Sydney 2030–2050

The City started preparing this Strategy in 2018, with the primary goal of supporting the update of Sustainable Sydney 2030. Our starting point was the many achievements since the adoption of Sustainable Sydney 2030, such as light rail on George Street. We worked with experts to ensure our approaches were best practice and responded to evidence. We used a co-design approach, to maximise the collaboration between City teams, subject matter experts and external stakeholders. This process helps extract the best ideas from the City's experienced people.

We validated our potential approaches against the strong emerging community views that something needed to be done to make city streets more productive and liveable.

The relationship between transport and access, and quality planning and growth, is also embedded in the City of Sydney's *CityPlan 2036* (Local Strategic Planning Statement), released in 2020. The Central Sydney Planning Strategy is the planning framework for growth in Central Sydney, and access and transport are vital to its implementation.

Figure 2. How Sustainable Sydney 2030–2050 guides and informs the Access Strategy



The Access Strategy supports Sustainable Sydney 2030–2050

This Access Strategy will help deliver the strategic directions and transformative project ideas within *Sustainable Sydney 2030–2050: Continuing the Vision*.

Access and transport play a supporting role for most of the Transformative Project Ideas included in *Sustainable Sydney 2030–2050*. This Strategy focuses most closely on four of these ideas, which have the strongest requirement for changes in the transport system to enable road space reallocation, or because they are public transport proposals.

This Access Strategy includes other 'whole of system' transport actions that contribute to delivering Sustainable Sydney 2030–2050. Some of these are specific to locations or particular modes of transport, and some apply across the whole of the City of Sydney. They are all consistent with achieving the suite of 2050 outcomes outlined in the Community Strategic Plan.

Targets and measures are discussed in detail in **Section 4**.



Photo: Peter Warrington / City of Sydney

The Access Strategy reflects incorporates NSW Government policy approaches

The Access Strategy is the result of significant collaboration with NSW Government agencies, especially Transport for NSW. This collaboration is essential because Transport for NSW is the decision-maker for many of the proposals in the Access Strategy.

The NSW Government's *Future Transport Strategy 2056* is the starting point for the City's thinking: we focused on what the planning in the Future Transport Strategy 2056 meant for our area and how we could leverage its commitments and long-term plans to achieve improved outcomes for our residents and businesses. *The City also embraces the Movement and Place approach developed by NSW Government, and the general approach outlined in Transport for NSW's Road User Space Allocation Policy.*

We used our involvement in NSW Government place-based transport strategies (South East Sydney, Tech Central) to test and then seek their adoption of concepts and actions, consistent with the City's emerging approaches.

Some City proposals have already become NSW Government commitments, such as the Pyrmont Metro Station on Metro West.

Figure 3 maps out relevant NSW Government and City strategies, policies and plans that inform this Strategy.

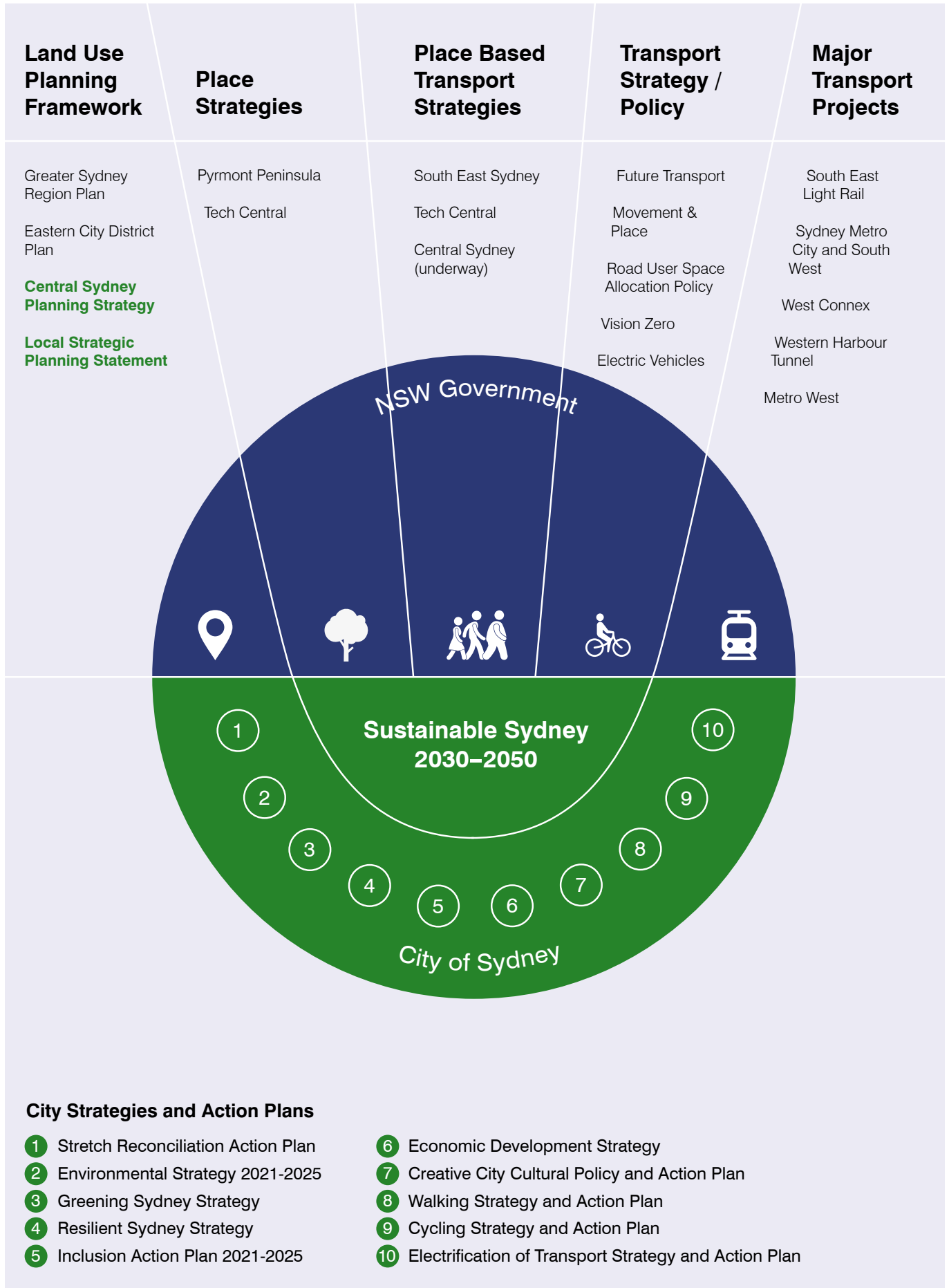
Potential disruptions

The City's Strategy and Action Plan responds to known trends and foreseeable issues. However, changes in technology and policy and unforeseeable events (such as the **2020** Covid-19 pandemic) can force the City to respond. Some of the more likely disruptions to the current economic, social or economic environment in which our transport and access system operates are:

- Mobility as a service
- Autonomous vehicles
- Personal mobility devices
- High-speed rail.

Additional details of these and some initial thoughts on how the City might respond are provided in **Appendix A.**

Figure 3. Relationship to City and NSW Government strategies



3. Access Strategy

This section outlines the different components of the City's Access Strategy. Together, these will create a city for walking, cycling and public transport



Photo: Katherine Griffiths / City of Sydney

What our communities told us

The City undertook a major consultation program during its development of Sustainable Sydney 2030–2050.

Our communities said they wanted a more walkable city, with fewer or no cars in the city centre.

They desire a quality public transport system and a street network that prioritises space for people over cars and parking. This included streets with more trees, gardens and plants, plus more space for walking, for children to play and for socialising.

Our communities were concerned about the impact of increasing congestion. They called for more frequent, reliable and affordable public transport and more walking and cycling networks.

The Citizens' Jury¹ wants a city with efficient, people-focused transport that is car-free, has connected green corridors and is suitable for all ages and mobility levels — a city where there is “space to walk, bike, stroll, jog, chat, rest, relax and enjoy life”.

¹The Citizens' Jury was a group of 50 randomly selected residents, workers and citizens. They met six times to review over 2,500 public submissions and developed a vision for the future of the City.

Strategy **A**

Deliver an integrated transport and land use system providing high levels of access without relying on high levels of *mobility*

Principle

- A1** We will focus on access rather than mobility. Access is the ultimate outcome of transport systems, with people getting to the places they need or want to go to. It is enabled by mobility, which equals movement and relates to the ability, ease and efficiency of moving people, goods and services.

Justification

Cities that prioritise access over mobility are more efficient. Their transport systems provide maximum support for activity within their space constraints.

This Strategy moves away from the idea that all movement and mobility is good, and rather focuses on providing good access. We will provide the right level of access for goods, services and daily needs with the minimum amount of mobility by taking an integrated, multimodal approach to transport planning. That approach will elevate other factors such as place, health, productivity and equity, rather than focusing only on travel time. This is why we have named it the Access Strategy rather than a transport strategy.

Through this strategy, the City will promote and develop the appropriate transport options as the means of enabling access in different parts of the local government area (LGA, 'local area' or 'area'). This strategy outlines the priority transport modes and responses that are required for different parts of our city to meet the complex access requirements of the City of Sydney.

Strategy **B**

Reallocate street space

Principles

- B1** We will work to provide street space for the most economically important and space-efficient users, especially people walking, cycling and on public transport. We will work to reallocate street space to place and to make space for more planting.
- B2** We will give less priority to people in cars, especially people who are driving through key places. We will encourage them to use bypass roads instead.
- B3** We will work with the NSW Government to change the way transport is managed in the city centre and in key villages and other high-activity precincts.

Justification

The City of Sydney must be a city for walking, cycling and public transport, to achieve the environmental, social and economic outcomes central to its international competitiveness.

This Access Strategy supports Sustainable Sydney 2030–2050 by setting our priorities for the City's transport system, to improve access, to provide more space for people (not vehicles), to improve the quality of key places, and to make space for planting trees and other requirements to mitigate the heat impacts of the climate emergency

The City of Sydney's built footprint is essentially fixed. Planned growth will result in more density, but we cannot create more surface space to support that. The City is, therefore, focused on the best use of our limited public space. To achieve this, we apply a transport framework that supports the growth of the city by prioritising the most efficient modes for different transport functions in different streets. The framework acknowledges the importance of access for construction, and for goods and services for business.

This means a shift away from prioritising space for private vehicles, which take up a large proportion of our public street space because they use space very inefficiently, and cause major impacts in terms

of emissions, noise and injuries. It also means that we can create more space for people and places by using our street space more efficiently and more equitably.

No city has been able to build their way out of traffic congestion, and the City of Sydney's approach reflects that of other successful global cities by prioritising walking, cycling and public transport, while maintaining access for business.

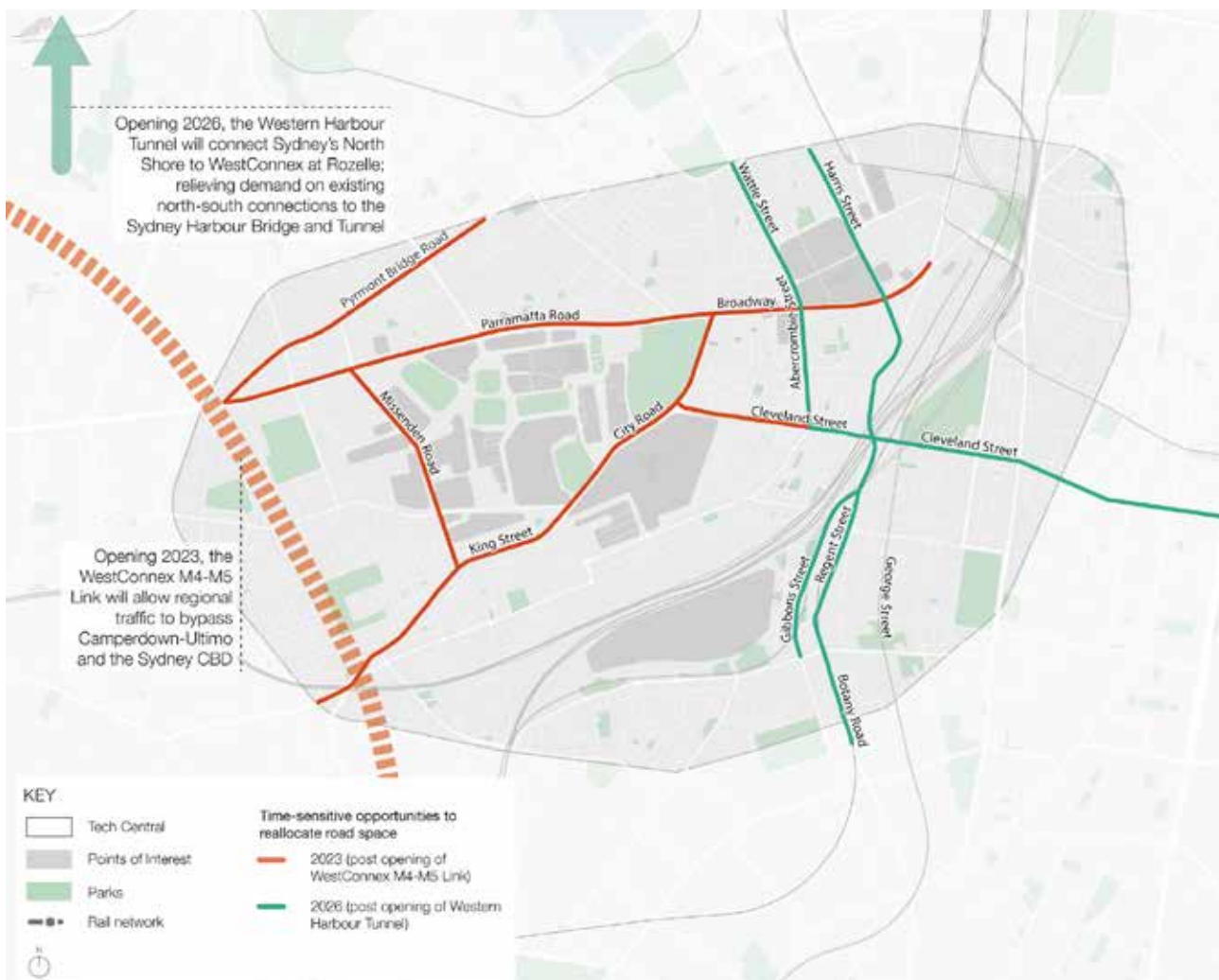
This Access Strategy will build on the NSW Government's policies and commitments to street space reallocation. Major opportunities respond to NSW Government investment in motorways and metro rail. This is a proven approach. The improvements to Crown and Bourke Streets achieved by reallocating road space and diverting through traffic to the Eastern Distributor helped revitalise Surry Hills. In contrast, east-west traffic

continues to run through the city centre rather than through the Cross City Tunnel because surface road capacity was retained for vehicles rather than reallocated to people, place and planting.

The City did not support new motorways such as WestConnex for a range of economic and environmental reasons. They will induce traffic and congestion, and better public transport investment options that serve more people were available. To ensure there are benefits in our area, the NSW Government now needs to work with the City to reallocate street space to give greater priority to better places, and to people walking, riding a bike or catching public transport.

Transport for NSW is now recognising the need for street space reallocation in its strategies. The Transport for NSW's *Tech Central Place-*

Figure 4. NSW Government Tech Central Place-based Transport Strategy (excerpt)



Source: Transport for NSW, *Tech Central Place-Based Transport Strategy* (2021)

based *Transport Strategy* (2021) explicitly links opportunities for changes on streets such as Broadway and Parramatta Road to investment in WestConnex and the Western Harbour Tunnel (see Figure 4).

Applying this same approach to transport network management across inner Sydney can achieve reductions in vehicle traffic in the city centre and innovation areas, and on the major boulevards leading to them.

To complement its strategies, in 2020, the NSW Government released their *Road User Space Allocation Policy*. The City will work with them to implement it. The policy creates a hierarchy of priority for road users:

1. People walking
2. People riding bikes
3. Public transport
4. Freight, deliveries and servicing
5. Point to point such as taxis
6. General/private traffic, including on-street parking for these users.

Where required, the City would work with Transport for NSW on Travel Demand Management approaches that help businesses, residents and visitors to adjust to any changes.

Strategy C

Inform planning of key precincts

Principles

- C1** We will work with Transport for NSW on detailed transport network planning for key precincts, such as around Hunter Street and Pyrmont Metro stations, and in Tech Central.
- C2** We will prioritise access for public transport, for freight and servicing, and for people riding bikes.
- C3** We will determine the access needs for each group using movement and place approaches, and then work to organise the streets to reflect that – identifying locations where road space can better be used for place activities such as wider footpaths.

Justification

This Access Strategy features network-based approaches to managing public transport and private travel. It provides the foundation for more detailed plans at the precinct level, that maximise the road space available for reallocation while ensuring access to all properties.

Taking a precinct approach results in better planning outcomes than focusing purely on a road corridor.

Precincts such as Central, the new Hunter Street Metro Station or the Pyrmont Peninsula are the right scale to develop movement and place solutions that translate to actual changes on city streets.

Strategy D

Improve places

Principles

- D1** We will give priority to place over movement, on most of our streets.
- D2** We will widen footpaths, create plazas, provide seating, plant more trees, install public art and support outdoor dining and a public life.
- D3** We will work to reduce unnecessary private vehicle through traffic in the city centre, on our village main streets and in our neighbourhoods.

Justification

Movement and Place is NSW Government policy and supports a better balance for place rather than movement in many types of locations. That is because there is great economic social value in places, because they are key areas of people's activity – employment, entertainment, schools, hospitals, shopping, visiting and places where people enjoy spending time.

The NSW Government's investment in public transport projects like Sydney Metro and in motorway bypasses gives us the opportunity to change how we manage the surface transport system. We can have a more connected city, with better access and improved places.

Strategy **E**

Respond to the climate emergency and build resilience

Principles

- E1** We will work to reduce emissions by supporting walking, cycling and public transport.
- E2** We will allocate more public street space to allow greening, primarily through new plantings to help people cope with increased heat.
- E3** We will work to speed up the electrification of transport systems, to help us achieve net-zero emissions by 2035. We will work to ensure that NSW Government's commitment to make the transition to a zero-emissions bus fleet by 2030 translates into the early electrification of buses serving the City of Sydney, especially in the city centre.

Justification

Our Access Strategy recognises that transport has a key role in responding to the climate emergency, building resilience and delivering on our commitment of net-zero emissions by 2035.

The long-term impacts of climate change on our city are becoming increasingly clear, with major floods in NSW and Sydney in 2020 to 2022. However, the immediate concern for our area is heat. Most predictions estimate that average temperatures in Sydney will increase by 1.6°C to 3.1°C by 2070, although in some places this could reach 3.7°C due to the urban heat island effect. There will be more days with extreme heat, with temperatures significantly above 35°C.

We need to increase tree canopy cover to mitigate heat impacts. With limited opportunities in parks and on private property, the areas between buildings will need to deliver more canopy cover, as well as rain gardens and space for awnings. Streets that are cooler and greener will be more attractive for walking and cycling. Walking, cycling and public transport all produce lower emissions and use road space more efficiently.

Supplementing the shift to walking, cycling and public transport, the City is finalising its strategy and action plan for the electrification of transport systems (see **Action #14** for more detail). Transport services and fleets affecting the most

people – buses, delivery and service vehicles, taxi and other point-to-point services – are the priority. Bus fleets serving the city centre and key routes to the city centre, such as Oxford Street and Broadway interact with the most people. These should be the priority for electrification as soon as possible, as part of the transition of the whole fleet by 2030.

Strategy **F**

Enable the City to continue to grow

Principles

- F1** We will make more space on our streets to cater for the growth in people coming to and moving around our city.
- F2** We will work to ensure the right public transport connections are in place, to connect suburbs and villages to each other. The alternative is gridlocked traffic as it has been in the past.
- F3** We will maximise walking and cycling, because they are the most space-efficient forms of movement, and suitable for many trips within the city.
- F4** We will ensure we maintain access for demolition and construction to support the development outlined in the Central Sydney Planning Strategy.
- F5** We will support businesses maintaining access for goods and services.

Justification

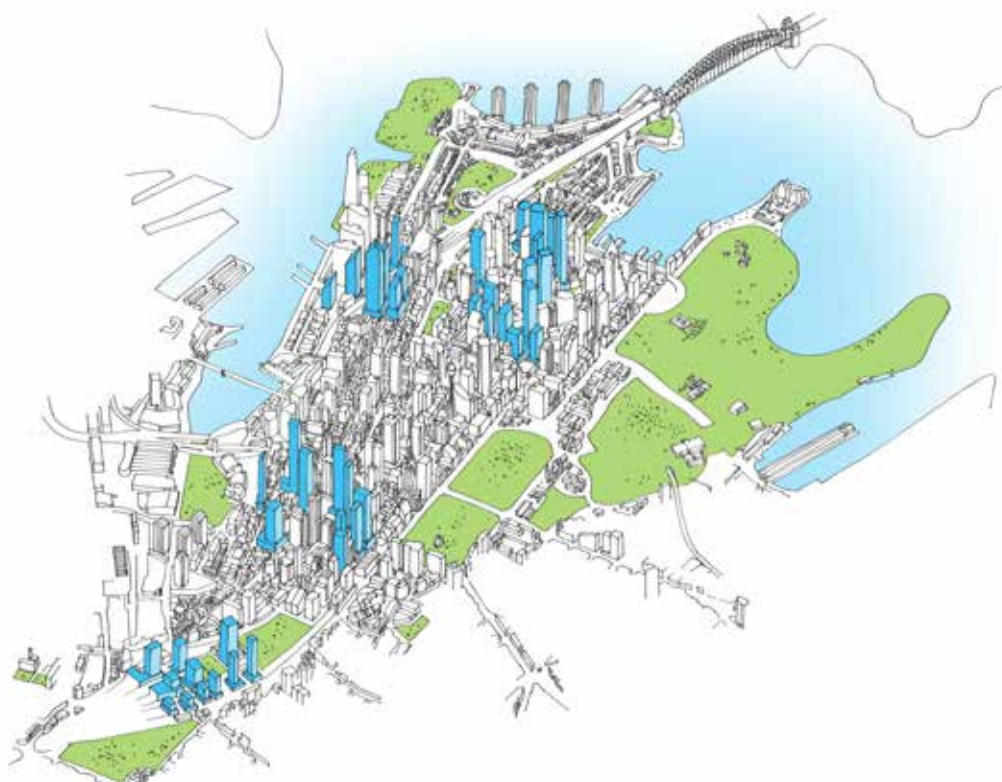
By estimates for 2050, it is suggested there could be up to 2 million people in the City on an average weekday. The vast majority of these will be workers and visitors for recreation, tourism, health and education.

The City's planning framework, the *CityPlan 2036* (Local Strategic Planning Statement) outlines the foreseen growth in dwellings and jobs (see Figure 5 and Figure 6).

The Central Sydney Planning Strategy is a 20-year growth strategy that revises previous planning controls and meets our goals for a green, global and connected city.

Planning for development in Central Sydney means planning for Sydney's ongoing competitiveness, appeal and resilience. The area plays a critical role in the continued growth and economic success

of wider Sydney and the national economy. The Strategy plans for more than 100,000 additional jobs by 2036. A key enabler is new employment in four tower clusters.



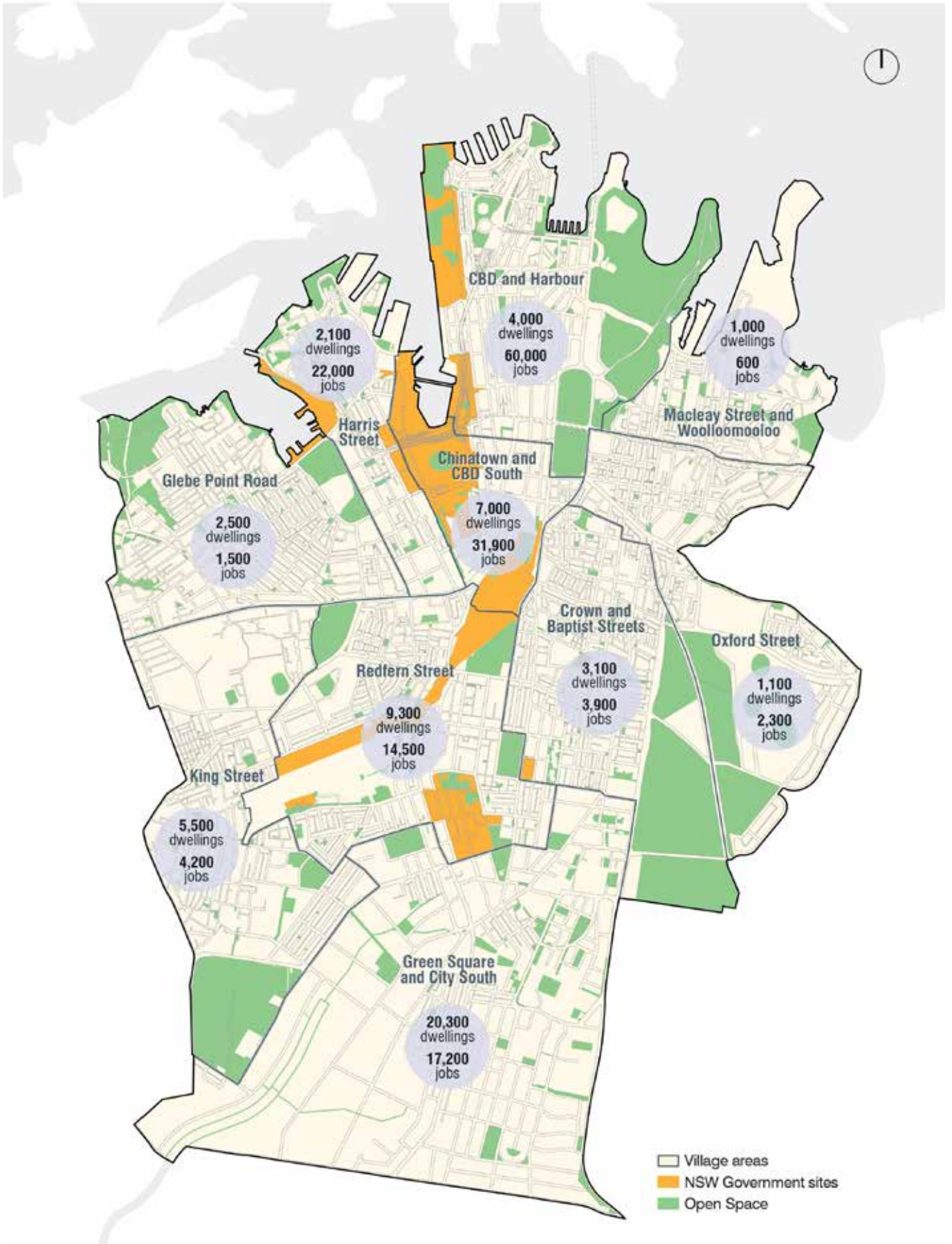
Central Sydney tower clusters
Source: Central Sydney Planning Strategy

Figure 5. Housing and job projections – over time

Housing	Total 2016	2016-2021 (0-5 year) target	2022-2026 (5-10 year) target	2027-2036 (11-20 year) contribution	Total 2036
Target private dwellings*	105,860	+18,300	+14,000	+17,700	155,860
Private market	95,309	+15,092	+10,792	+11,285	132,480
Affordable**	835	+2,714	+2,714	+5,423	11,690
Social**	9,716	+494	+494	+987	11,690
Non-private dwellings**	11,569	+2,575	+3,033	+392	17,569
Total dwellings	117,429	+20,875	+17,033	+18,092	173,429
Jobs	Total 2017	Growth to 2036		Total 2036	
Total jobs	501,786	+200,000		701,786	

Source: City of Sydney (2019). *CityPlan 2036*.

Figure 6. Housing and job projections – by area, 2016–2036



Source: City of Sydney (2019). *City Plan 2036*.

Strategy **G**

Assist pandemic recovery

Principles

- G1** We will provide more space for walking and resting, supporting social distancing in centres and on village high streets, mainly through wider footpaths. This encourages people to spend more time in places such as the city centre and supports economic activity.
- G2** We will accelerate the rollout of the cycling network. The pop-up cycleways implemented by the City and the NSW Government during the pandemic were important supplements to public transport, as well as providing better connections to local centres. We will leverage the experience in collaborating with NSW Government agencies to build cycleways faster.
- G3** We will reallocate kerbside lanes to outdoor dining in appropriate locations with the support of businesses. We will manage the growth in freight, servicing and deliveries, especially in residential areas. This increased significantly during the pandemic due to online shopping and takeaway food deliveries. We added additional loading and short-stay parking in areas with new pop-up cycleways.
- G4** We will work with the NSW Government to encourage people to leave cars at home and use public transport. We will focus on journeys to work and education, and recreational trips where walking, cycling or public transport are appropriate options. This will reduce unnecessary car use and is crucial because driving in the City of Sydney has increased since the pandemic.

Justification

The Covid-19 pandemic showed the value of space, which allows safe activity with social distancing. The changes that supported us during the pandemic can underpin the pandemic recovery. Outdoor dining is perfect for our mostly temperate climate; this can be supported in precincts for customers and deliveries/service vehicles with more efficient

management of the remaining kerbside lanes. Improvements in the public domain also give people another reason to visit the city, for work or for recreation. A vibrant city needs is an experience, not just a series of buildings and streets. This is also critical for the City's economic recovery

Many people took up cycling for the first time during the pandemic, and we have the opportunity to build on this uptake of riding with more safe and separated cycleways. While overall activity reduced, vehicle traffic increased. We must reverse that trend, rebuilding the public transport use that is the bedrock of a well-connected and efficient city.

Strategy **H**

Strengthen inclusion

Principles

- H1** We will ensure the public domain is physically accessible for everyone.
- H2** We will improve walking and cycling networks to support people using mobility devices.
- H3** We will advocate for accessible public transport that supports all trips rather than focusing on commuter trips.
- H4** We will keep supporting well-managed car sharing so people do not need to own a car.
- H5** We will ensure there is parking for people with lower mobility near community and health facilities and that it will often be time-limited so more people can use it.
- H6** We will continue to provide some opportunities for pick up and drop off, so those who need to can drop off people with limited mobility then park vehicles elsewhere.

Justification

Inclusion reduces disadvantage, isolation and discrimination. Our Strategy builds on the City's *Inclusion (Disability) Action Plan*, which was developed with an Advisory Committee.

These measures make sure everyone is welcome in our city, and everyone can move around. When we make our transport system accessible for anyone, it generally results in easier access for everyone.



Photo: Chris Southwood / City of Sydney

These measures also provide lower-cost access solutions, which take pressure off household budgets, helping our families manage the pressures of cost of living and growing unaffordability, especially of housing.

More than 35 per cent of households in the City of Sydney report not owning a car.² This compares with an average figure of 10 per cent for Greater Sydney. Whether this is due to more convenient transport options, lack of parking, medical, economic or other circumstances, the City aims to ensure that people will be able to access their daily needs and opportunities without requiring a private vehicle.

² <https://profile.id.com.au/sydney/car-ownership?WebID=10&BMID=10>

³ This excludes the motorway and distributor network.

Strategy I

Save lives and reduce injuries

Principles

- I1** We support a vision of zero fatal and serious injuries suffered on the streets no later than 2050, 'Vision Zero'.
- I2** We will work with the NSW Government to bring vehicle speeds down on more streets.
- I3** We will install more pedestrian crossings and secure reduced waiting times at signals for people walking.
- I4** We will install more separated cycleways to reduce the risk of drivers injuring or killing people cycling.

Justification

The faster we can realise 'Vision Zero', the lower the total number of people that will be killed or seriously injured between now and 2050.

Each year, there are more than 500 people injured or killed in road crashes in the City of Sydney. In 2017, the total number was 872. The average number of annual fatalities from road crashes over the last 5 reported years was 5.8. The average of serious injuries for the same period was 160 with people walking and cycling over-represented.

Motor vehicles are the cause of most road trauma. Reducing the speeds of motor vehicles reduces the incidence and severity of crashes. There is no need or justification for vehicle speeds greater than 40 km per hour on streets in the City of Sydney³. Ideally, speeds should be even lower, in line with speeds experienced in other global cities.

Pedestrian crossings are vital for safe and connected walking networks. Reducing waiting times for people walking makes it less likely people will risk crossing at unsafe times.

Separated cycleways improve rider safety and improve the overall efficiency of streets.

Many of the measures that we are pursuing for reasons of road safety (such as lower speed limits or pedestrian crossings) also make places better, attract high-quality growth and support access across the city.

Strategy **J**

Shape the city around a networked public transport system

Principles

- J1** We will advocate for better public transport, with a priority for Metro West to extend to Zetland by 2030.
- J2** We will advocate for better public transport for Green Square, and better cross-regional transit connections.
- J3** We will advocate to the NSW Government to look for opportunities to expand light rail, based on its proven popularity. Connections to Green Square, and along Broadway and Oxford Street, are the priorities.
- J4** We will ensure residents and businesses in our area get their fair share of new services when capacity on Sydney Trains becomes available.
- J5** We will work with Transport for NSW to improve the capacity and reliability of light rail and buses.
- J6** We will support public transport route and network design that maximises sensible options for transfer, while maintaining important local connections.

Justification

Public transport underpins Sydney's global competitiveness because it provides access for workers, businesses, students and visitors to come to the City of Sydney or move around it. It is the only way of improving access to, from and within the growing City.

Buses are an important and sometimes undervalued part of the City's public transport system. The reliability of bus services needs to take precedence over the convenience of drivers of private vehicles.

The inner city needs continued investment in new metro lines and greater public transport capacity, especially for areas such as Green Square. Before the Covid-19 pandemic, nearly half the trains to the city centre exceeded capacity during the

morning peak. Many bus routes had unreliable and crowded services, and travel times were often not competitive with car travel.

The quality of public transport provision is relatively poor for trips to parts of the City of Sydney other than the city centre. For example, Green Square is a rapidly growing residential and employment centre and needs better connections to places such as University of Sydney and University of New South Wales. Making public transport work better for people making these trips is the only way of improving access without worsening traffic congestion.

The NSW Government could expand light rail to build on the popularity of the Inner West and South East lines. The City has been advocating for light rail to Green Square for more than a decade, and has reserved the Eastern Transit Corridor to enable it (**Action 7**). Light rail can also be part of the revitalisation of Broadway (**Action 1**) and Oxford Street (**Action 3**).

Improving the quality and reach of public transport services will rely on high-quality transfers between services. Better cross-city connections with transfer hubs are a feature of most comparable cities. Inner Sydney could have fewer bus services running parallel to rail lines, and create more bus services connecting across rail lines – with transfers made almost seamless. Transfers should be encouraged where they make sense to system users, facilities should be easy to navigate, and waiting times minimised. Transfers should not incur additional costs for commuters. Local bus connections for groups, such as the elderly, should always be maintained.

Inner Sydney has a number of well-located interchange hubs. Sydney Metro is creating potential additional transfer hubs – Victoria Cross, Waterloo and Sydenham Stations in 2024; and Five Dock and Burwood North in 2030.

The NSW Government's Zero Emissions Bus commitment will also improve environmental performance on all bus corridors,

4. Targets and measures

Role of targets and measures

The targets and measures used in the Access Strategy have two main roles:

- To drive progress towards the vision and outcomes – the targets reflect the change the City aims to achieve
- To report progress, so that the community understands how well the City is implementing the strategy.

Transport targets from Sustainable Sydney 2030–2050: Continuing the Vision

Transport targets arising from Sustainable Sydney 2030–2050 are:

- By 2035, the local government area will achieve net-zero emissions
- By 2050, people will use public transport, walk or cycle to travel to and from work
 - 9 out of 10 people working in the city centre
 - 2 out of 3 people working in the rest of the Local Government Area
- By 2030, every resident will be around a 10-minute walk to what they need for daily life.

Transport-related measures from the Community Strategic Plan – Delivering Sustainable Sydney 2030-50

The Community Strategic Plan includes measures that the City will report progress against, including:

- Increase in new public domain space calculated per square metre on an annual basis, from acquisition, dedications and road space conversions
- Increase in length of separated cycleways throughout the Local Government Area calculated per metre on an annual basis
- Increase in walking in Local Government Area
- Increase in cycling in Local Government Area
- Kerb space in city centre allocated to deliveries, servicing and mobility parking.

5. Action Plan

The City's Action Plan is the key to implementing the Access Strategy in the short term.

The Action Plan comprises 17 projects, initiatives and programs to translate the Access Strategy into a set of actions to ensure that the City:

- makes immediate progress on creating a city for walking, cycling and public transport
- responds to the needs of the City's different areas and geographies
- capitalises on the issues where it has direct control and strengthens its advocacy and influence where it doesn't
- maximises delivery and value for money, recognising the City's limited funds
- looks for opportunities for additional funding for access and transport.

The actions are designed to implement Sustainable Sydney 2030–2050 by creating a city for walking, cycling and public transport. Actions are mapped against Sustainable Sydney 2030–2050 Outcomes and Transformative Project Ideas (see Figure 7). Some actions relate directly to Outcomes or Transformative Project Ideas, and some will have a more incidental (but beneficial) impact.

Over time, the City will update the Action Plan, as we implement priorities and as new opportunities or priorities emerge.

To provide the necessary context and information, each action has been described as follows:

- Description: a description of the action
- Background: the context, issues and opportunities that this action addresses
- Key enablers and next steps: the key enablers of the action and the next steps.

Figure 7. Summary of actions mapped against Outcomes and Transformative Project Ideas in Sustainable Sydney 2030-50

Access Strategy Actions	Outcomes		
	Public Spaces	Public Transport	Walking
1. Broadway - A Green Axis			
2. Park Street - Green Gateway			
3. Oxford and Flinders Streets - Green Gateways			
4. City Centre Place Improvement			
5. Planning Metro Precincts			
6. Metro West Extension			
7. Connecting Green Square			
8. A City for Walking			
9. A City for Cycling			
10. Moving Deliveries from the Kerbside			
11. More control for local government over local streets			
12. Funding Public Domain from Parking Space Levy			
13. Reducing Impacts of Buses in the City Centre			
14. Electrification of City Transport			
15. Reducing Vehicle Speeds			
16. Supporting Car Sharing			
17. Pricing to Achieve Equitable Outcomes			



Public Spaces

Street space is reallocated for people, places and planting



Public Transport

Most people use the high-capacity, rapid and frequent public transport network that connects the city and the metropolitan area



Walking

More people walk more, because walking is the most attractive and convenient choice for short trips in the local area

Alignment with Sustainable Sydney 2030–2050

Outcomes		Transformative projects			
Cycling	Freight	The Green City	City Space Improvement Program	Metro as Catalyst	Connecting Green Square
				M	
				M	
				M	

Cycling

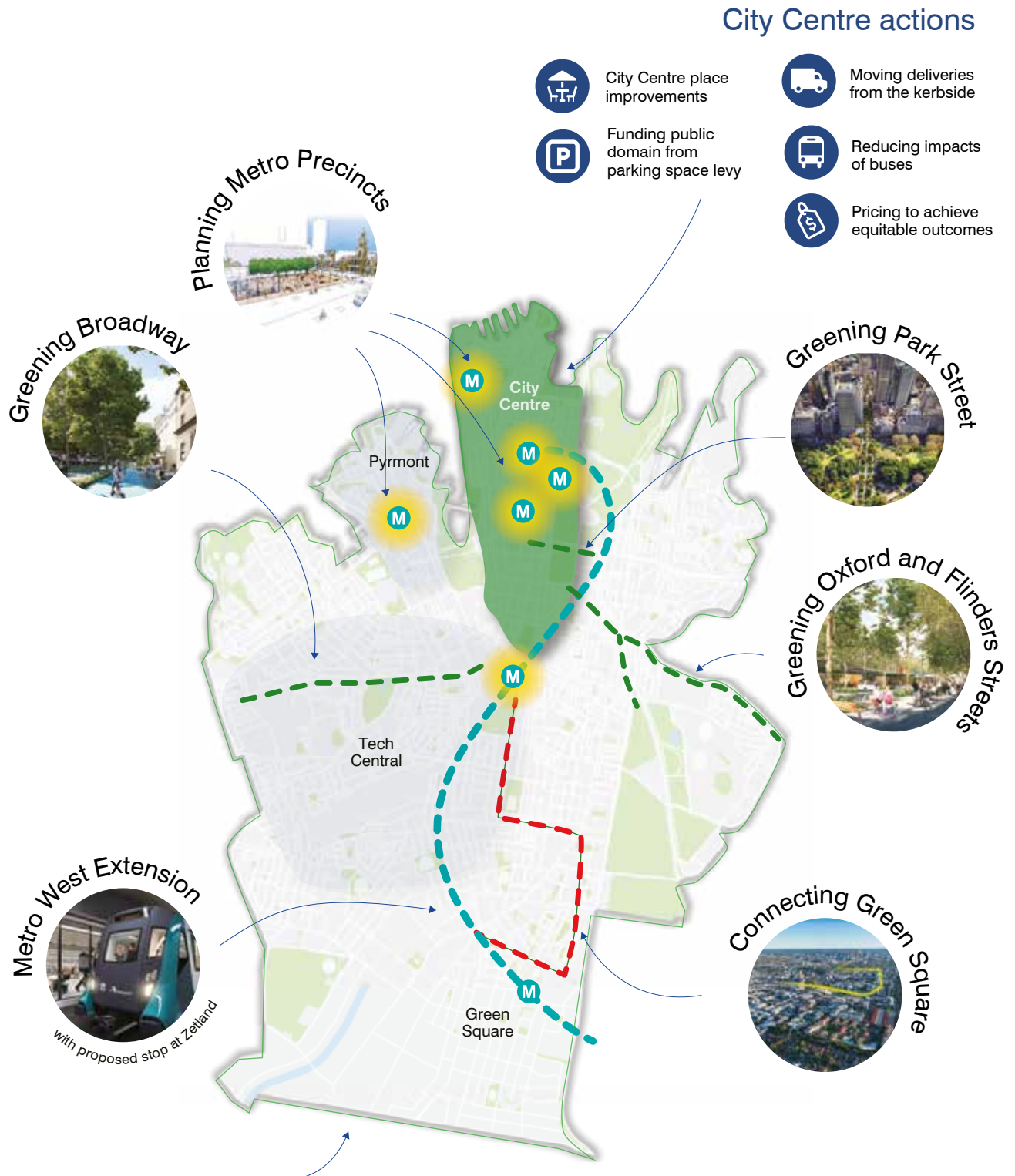
More people ride more, because it is an attractive, convenient and safe option for everyday transport.

Freight

Freight, servicing and parking will be managed to support the efficient functioning of the city while improving the amenity of city spaces

Figure 8. Location of key actions

The relationship of actions to the City's key locations, including major growth areas, is summarised below.



City Centre actions

-  City Centre place improvements
-  Moving deliveries from the kerbside
-  Funding public domain from parking space levy
-  Reducing impacts of buses
-  Pricing to achieve equitable outcomes

LGA-wide actions







-  A city for walking
-  Electrification of city transport
-  Reforming traffic committee
-  A city for cycling
-  Reducing vehicle speeds
-  Supporting car sharing

Figure 9. Broadway artist's impression



Source: City of Sydney internal investigations

Action #1: Broadway – A green axis for Tech Central, a city centre gateway

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. ~~The project~~It would widen footpaths, introduce large trees and provide a bidirectional cycleway to enable the development of Tech Central, the future focal point of Sydney's innovation and technology community, made up of six neighbourhoods close to the centre of Sydney. The ~~project~~transformation could be staged and would initially extend between Pitt Street at Central Station and Derwent Street, Glebe. It would retain sufficient capacity for vehicles to access the area around it. The City's long-term vision for Broadway includes light rail. ~~Zero-Footpath widening, cycleway and zero emissions buses should operate be implemented~~ along Broadway now. The City

will need to work closely with NSW Government agencies who need to approve any changes to the current configuration of Broadway, ~~and support with funding~~. The City ~~is currently envisaging~~envisages a staged approach, with the first move reallocating the street space enabled by ~~the opening of WestConnex in 2023~~. The initial works can be delivered 'tactically' if necessary. This would allow the street reconfiguration to be installed rapidly in temporary materials while the NSW Government works with City of Sydney to go through the necessary design, approval and funding processes to construct the permanent infrastructure. ~~The City can then progressively deliver a more ambitious scheme, as funding becomes available. Agreement to implement light rail will be a key determinant of final design and staging.~~

Background

The Tech Central Opportunity

The NSW Government's vision for Tech Central promises to be one of the biggest innovation hubs in Australia. The green access spine can tie together Central Station precinct, UTS, Sydney University and University of Notre Dame. This will help to unlock the value of Tech Central: community, economy and property value.

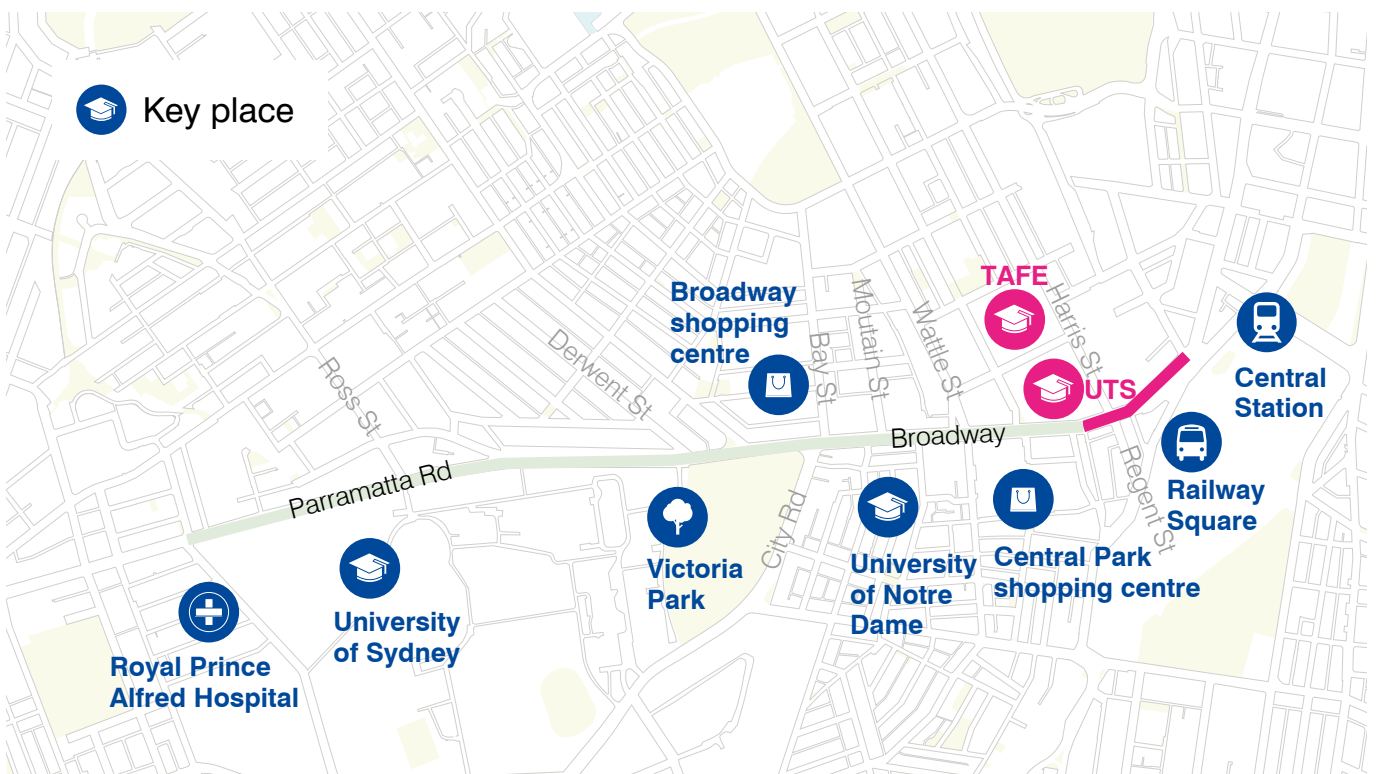
Research into the needs of innovation areas indicates that world class innovation precincts need to be high quality places to attract global business and talent.

Broadway is the most identifiable of Tech Central's three axes. The improvement of Broadway will be necessary to ensure Tech Central is a world class innovation area. Improving the quality of the place along Broadway will be critical to creating the conditions to optimise investment and outcomes for Tech Central: access and public domain.



Photo: Tyrone Branigan / City of Sydney

Figure 10. Broadway Green Avenue – Economic drivers



Source: City of Sydney internal investigations

Reducing impacts of low-value through traffic

The Greater Sydney Commission's *Place Strategy* highlighted that through traffic and road design has created poor pedestrian amenity. It called for transport solutions tailored to the place, connecting the many innovation industry landholders along it, such as the University of Sydney, University of Technology Sydney, the University of Notre Dame and Royal Prince Alfred Hospital.

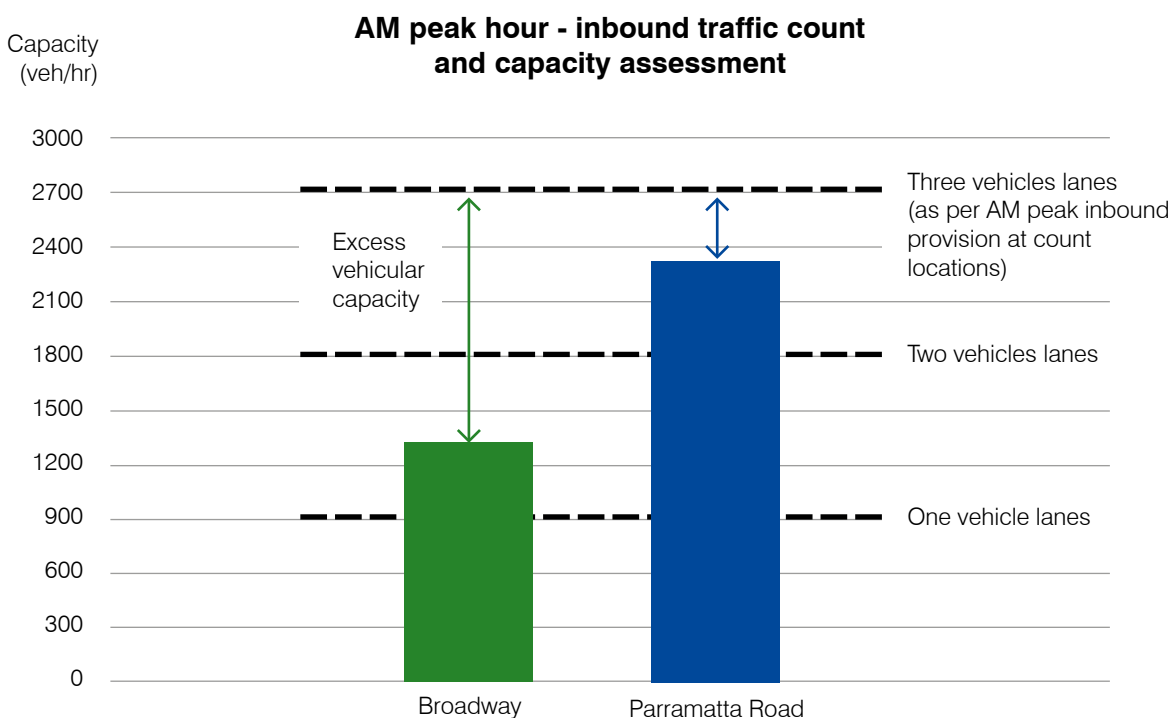
The NSW Government's *Tech Central Place-based Transport Strategy (2021)* highlighted the opportunities for reallocating street space on Broadway as early as 2023, in response to WestConnex. That Transport Strategy calls for more space for public transport (such as light rail), more space for people walking and for trees, and a separated cycleway.

Investigation shows that even before WestConnex Stage 3 opened, there was excess vehicle capacity along the length of Broadway, which is up to nine lanes wide (see Figure 11). Despite this, bus travel times are unreliable and footpaths are too narrow for activity levels because too much space is allocated to private vehicles, most of it through traffic. Broadway is also hard to cross with some

large gaps between crossings, and signal phasing primarily aimed at allowing vehicle movement along Broadway. There is no safe cycleway despite the key role Broadway plays in connecting the city centre with major facilities and the inner west.

It is 20 years since the concept emerged of light rail along Broadway and Parramatta Road to reclaim the street space from any underground motorway. The corridor is one of the short list of priorities in the NSW Government's Sydney's Light Rail Future plan.

Figure 11. Excess vehicle capacity on Broadway



Source: City of Sydney internal investigations

Key enablers and next steps

Street space needs to be reallocated as soon as possible, now that WestConnex is open. The challenge is to avoid 'induced traffic' filling the street space freed up by the motorway tunnel. The City is working to achieve this commitment from the NSW Government, and to identify funding for necessary capital works (including initial tactical works).

A light rail system along the inner sections of Parramatta Road and Broadway should focus on reliability and connecting places within Tech Central to each other. There is no need to provide end-to-end very high speeds. Any system should be similar to the South East light rail, which operates smoothly and at lower speeds in the city centre, to provide connections while supporting the place.

The South East light rail operator has expressed its readiness to design, build, finance and construct a light rail along Parramatta Road/Broadway. Its contract with the NSW Government contains a mechanism to enable light rail expansion, which would still require NSW Government support and approval.

The City will continue to work with Transport for NSW to modify the operation of the transport network around Broadway. The City's view is that the opening of Sydenham Metro Station in 2024 can reduce the number of inner west buses that travel to and from the city centre. When Metro West opens in 2030, Burwood North and Five Dock Stations can reduce longer distance bus travel along the Parramatta Road corridor. Introduction of light rail would allow for bus network redesign that creates better connections for the community, while improving the places along the route.

Buses from Kingsgrove, Burwood and Leichhardt Depots operate along Broadway. These depots need to be upgraded as soon as possible, so they can accommodate a zero-emissions fleet to serve Broadway and other high-value places until light rail commences.

Universities and other major destinations such as Royal Prince Alfred Hospital or shopping centres can support the Green Avenue vision through public domain works. They should also ensure their campuses support connectivity for people walking and riding bikes through them, as well as to get to them as a destination.

Action #2: Park Street – A green gateway for the city centre, reconnecting Hyde Park

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project would establish Park Street, a key east–west axis, as a traffic-calmed avenue, freeing up street space for wider footpaths and tree planting. Access to Park Street will be limited to local traffic including service vehicles, buses and cyclists. Through traffic would be encouraged to use other bypass routes such as the Cross City Tunnel where appropriate.

The 'Green Avenue' project idea unites the northern and southern halves of Hyde Park, connecting and improving this iconic city centre open space for residents, workers and visitors. The project could be staged. It could start as a bus, cycle and pedestrian boulevard between College and Pitt Streets. This is needed by 2024 to provide the additional space for people using Gadigal Metro Station.

Street space reallocation can be delivered tactically if required. This would allow the street reconfiguration to be installed rapidly in temporary materials while the NSW Government worked with City of Sydney to go through the necessary design, approval and funding processes to construct the permanent infrastructure.

Extension of this project further west to Clarence Street needs further investigation to ensure access is retained for all precincts.

Background

The NSW Government is delivering the Sydney Metro City & Southwest project by 2024. Pitt Street metro Gadigal Metro Station will generate large numbers of trips to and from the city centre. There will also be a major interchange between the Sydney Metro and Sydney Trains at Town Hall Station and light rail on George Street.



Park Street Concept

Source: Sustainable Sydney 2030-50. Concept by Bates Smart & Matthew Pullinger

Park Street already contains significant space to support bus priority. However, through traffic uses Park and Drutt Streets to drive through the heart of the city centre to access the Western Distributor and Anzac Bridge. These vehicles are not accessing places and businesses, and impact rather than support the city centre economy.

Fewer motor vehicles in the city centre will provide a safer environment for people, particularly people walking and cycling, and will reduce noise and air pollution in places where people spend time throughout the day. The project provides more space for trees and plantings to mitigate heat in an area that serves many people.

Key enablers and next steps

The key imperative is to reallocate more street space around Pitt Street metro Gadigal Metro Station by 2024. The Cross City Tunnel already provides a fast and direct bypass under this area for many trips. Encouraging through traffic to use alternative routes or modes allows greater flexibility in the way we design and use city centre streets.

The City will continue to work with Transport for NSW to modify the operation of the transport network around Park Street. This will be a critical enabler of this action and the City will focus on advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the area where appropriate
- Encouraging bus passengers to make interchanges at Edgecliff to the Eastern Suburbs Railway, which provides rapid, frequent rail services, with ample spare capacity
- Prioritising electrification of buses running along Park Street that operate from several depots, including Bondi Junction, which should be a priority for upgrading to service electric buses
- Modifying signal phasing to reduce delays to people crossing the road and prioritising movement of people walking more generally
- Reducing the speed limit to 30km/h to improve safety and align with the limit on Drutt Street.



Oxford Street Concept

Source: Sustainable Sydney 2030-50. Concept by JMD Design

Action #3: Oxford and Flinders Streets – A green gateway supporting culture

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project would establish a ‘Green Avenue’ along Oxford Street between the city centre and Centennial Park, and Flinders Street by reclaiming street space for trees, people and economic activity. The project aims to calm road traffic and create more space for entertainment, dining and other activities, as well as space for more trees to reduce the impacts of heat.

The initial element is a cycleway on the northern side of Oxford Street between the city centre and Flinders Street. The NSW Government supports this cycleway and is contributing funding. The cycleway design supports bus operations and maintains vehicle access for buildings, especially for loading and servicing. The cycleway will connect

to the existing Liverpool Street and College Street cycleway at the western end. The NSW ~~Government and Australian Governments have committed~~ funding to will build a cycleway on Oxford Street east, between Flinders Street and Centennial Park. The City is working with the NSW Government to develop a cycleway on Flinders Street.

Over time, the City will look to increase space for people walking and spending time on Oxford Street. This will primarily be on the southern side of Oxford Street, between the city centre and Flinders Street. The City’s initial investigations indicate footpaths can eventually be widened, providing space for people and plantings.

The City supports the potential introduction of light rail along Oxford Street to Bondi Junction. Light rail is the best mode to connect people to the places along Oxford Street, while contributing to higher quality places.

Background

This action supports the economy by creating a great place in which the arts and culture economy can operate. The City has developed planning proposals for Oxford Street to strengthen its role in the culture and entertainment industries. The proposals facilitate the provision of floor space for cultural and creative purposes in the Oxford Street cultural and creative precinct to:

- encourage the cultural and creative, entertainment, education, commercial and tourism sectors and associated industries in the precinct
- support the existing cluster of creative uses in the area, anchored by the educational facilities in the area consistent with District Plan actions for the Harbour CBD
- enhance the local area's cultural and night-time offering including supporting Oxford Street's role in the Eastern Creative Precinct and Harbour CBD
- prevent the loss of arts, cultural and creative floor space in the precinct.

Oxford Street must improve to support Sydney's economic and cultural recovery from the Covid-19 pandemic. There is too much street space allocated to private vehicles – Oxford Street is up to seven lanes wide. Because it is currently a major bus corridor, traffic management prioritises east–west movement, including by private vehicles, including trips more suited to the purpose-built Cross City Tunnel. Crossing opportunities for people walking are infrequent and wait times can be too high. Introducing light rail can help address this problem, as services are more reliable and predictable.

There is not enough space for people walking or riding bikes, and the street environment is not conducive to cultural activity. There are not enough plantings to cool off the area and encourage people to walk or ride, or to spend time on the street.

Oxford Street is already a well-used cycle route between the city centre and the eastern and south eastern areas of inner Sydney, and it is well-placed to attract more people to ride between Bondi Junction and the city centre. A separated cycleway here would fill major gaps in the regional cycleway, connecting to existing routes such as Bourke Street (Woolloomooloo to Mascot). The design of the cycleway will ensure safe cycling but should also allow the Mardi Gras Parade to operate along Oxford Street.

Key enablers and next steps

The City will commence construction of the Oxford Street (west) cycleway project in **early-late** 2023. The City will continue to work with Transport for NSW to modify the operation of the transport network that surrounds Oxford Street. This will be a critical enabler of this action and **the City will focus-on advocate for:**

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the area where appropriate
- Encouraging bus passengers to interchange at Bondi Junction to the Eastern Suburbs Railway, which provides rapid, frequent rail services, with ample spare capacity, and to a new light rail system to access locations along Oxford Street
- Prioritising electrification of buses running along Oxford Street, until light rail commences. To enable this, Bondi Junction and Randwick Depots are priorities for immediate upgrade
- Modifying signal phasing to reduce delays to people crossing the road and prioritising movement of people walking more generally.



Pitt Street Concept

Source: Sustainable Sydney 2030-50. Concept by HASSALL

Action #4: City centre place improvements – from vehicles to people

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project comprises a program of street modification to reallocate space from vehicles to public places, plantings and to people to walk, linger and enjoy places.

The program will include:

- Footpath widening – localised in places of high activity such as busy intersections and crossing points
- Footpath widening – along whole blocks or streets to encourage more street activation and economic activity
- Adding street trees, planted verges or water-sensitive urban design in roadways, with or without footpath widening.



Pitt Street current

Source: Sustainable Sydney 2030-50

The program will comprise a prioritised, staged and budgeted set of interventions to be gradually rolled out through a process of community and stakeholder engagement. The City will update Public Domain Plans, to ensure that new development in the city centre contributes to the creation of more and better spaces. ~~Council adopted the City North Public Domain Plan in early 2023 have~~ The City has the following public domain plans:

- City North Public Domain Plan
- Chinatown Public Domain Plan
- Haymarket Public Domain Plan
- City South Public Domain Plan
- Town Hall Precinct Public Domain Plan
- Harbour Village North Public Domain Plan

Background

We need to accommodate the city centre's projected future growth, with an additional 100,000 jobs by 2036 (as outlined in the Central Sydney Planning Strategy).

Future Sydney Metro stations will create new 'hotspots' of activity by people for most of the day. In 2024, Barangaroo, Martin Place, ~~Pitt Street~~ ~~metro~~ Gadigal Metro Station and Central Stations will open and Metro West Hunter Street Station will open in 2030.

To accommodate growth as well as improve the quality and economic competitiveness of the city centre, we need to prioritise access to, from and within the city centre by public transport, walking and cycling. We need to prioritise street space to the majority of users – people walking – while maintaining vehicle access for public transport, service, delivery and point-to-point vehicles.

Walking is the dominant mode of travel within the city centre, making up 92 per cent of trips. Delays at traffic signals to people walking are significant.

Many city centre streets have excessive numbers of traffic lanes. Much of the kerb is allocated to traffic storage, loading and servicing, and transport operations including bus stops, layovers and taxi zones. The significant reallocation of this space can provide more space for public domain, wider footpaths, trees, outdoor dining and cycleways where appropriate.

In the 10 years preceding light rail on George Street, all growth in travel to and from the city centre was by public transport, bike and walking (car trips stayed static). In the years following the closure of George Street to construct the light rail, vehicle trips further reduced by almost 20 per cent.

We will maintain access for construction, and for businesses to access goods and services. People will still be able to drive to and from the city centre, but their needs will be prioritised below other road users. Generally, streets will remain open to traffic but will have wider footpaths and fewer traffic lanes. Some streets will have separated cycleways.

Key enablers and next steps

The City will continue to work with Transport for NSW to modify the operation of the city centre transport system to enable the reallocation of street space from vehicles to people, places and plantings. This will be a critical enabler of this action. The ~~focal actions are~~ City will advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the city centre where appropriate
- Ensuring that WestConnex and the Western Harbour Tunnel result in fewer vehicles driving in the city centre
- Leveraging Sydney Metro, with interchanges available at new locations such as Waterloo and Sydenham, ~~Five Dock, and Burwood North~~ – potentially allowing the reduction of the number of buses serving the city centre
- Reducing bus layover through more through-routing and better levels of bus priority on corridors leading to the city centre (**Action #13**)
- Reducing vehicle speeds
- Advocating for reforms to Traffic Committee processes to prioritise this program
- Working with stakeholders and businesses to better understand the nexus between better spaces and economic performance
- Accelerating the transition of key vehicle fleets to electric.

Action #5: Plan Sydney Metro precincts to improve the public domain and increase space for people

Description

This action overlaps with **Action #4**. It comprises precinct planning focused on committed future Sydney Metro stations in the city centre and Pyrmont. The aim of this planning is to provide more space for Sydney Metro customers by reallocating street space from vehicles. It will result in modifications to streets including:

- Footpath widening – localised in places of high activity such as busy intersections and crossing points
- Footpath widening – along whole blocks or streets to encourage more street activation and economic activity
- Adding street trees and appropriate street furniture.

Around Metro West Hunter Street, a key initiative to contribute to this transformation that is overdue is the further **permanent** pedestrianisation of George Street, from Hunter Street to Circular Quay. This would complete Jan Gehl's concept of a pedestrian spine linking three squares.

Potential initiatives include:

- Additional pedestrian crossings
- Pedestrianising Loftus and Spring Streets in the city centre
- Reducing traffic lanes on sections of Pyrmont Bridge Road in Pyrmont
- Removing unnecessary bus layover
- Closing a section of Hunter Street for construction, then making closure permanent.

Public domain works agreed in the development process will contribute to this plan. The City will ensure access is maintained for construction.

Background

To accommodate growth as well as improve the quality and economic competitiveness of the city centre, we need to prioritise access to, from and within the city centre by public transport, walking and cycling. We need to prioritise street space to the majority of users – people walking – while maintaining vehicle access for public transport, service, delivery and point-to-point vehicles.

We need to accommodate the city centre's projected future growth, with an additional 100,000 jobs by 2036 as outlined in the Central Sydney Planning Strategy (including the four new tower clusters). Pyrmont will also continue to grow, with up to 23,000 new jobs and 4,000 new dwellings.

Completing the pedestrianisation of George Street (from Hunter Street to Alfred Street) will extend the benefits of road space reallocation into the northernmost sections of the city centre. This can create a template for further reallocation associated with the Sydney Metro.

The City shares the NSW Government's vision for reimagining the area around the Hunter Street Station. Major development is already in the pipeline. This station will be both the initial Metro West terminus and the only city centre station. The use of the station will therefore extend far beyond the normal range of a city centre rail station with many people walking to and from it.

Key enablers and next steps

The City has undertaken preliminary analysis of access requirements in the Hunter Street precinct, as part of updating its City North Public Domain Plan. This work is imperative to support the significant number of development applications in the precinct, which are the early stages of a tower cluster identified in the Central Sydney Planning Strategy.

The City is working with Sydney Metro and Transport for NSW to agree on future street operations and public domain opportunities prior to starting construction of the Sydney Metro stations. The City will continue to work with Transport for NSW to modify the operation of the city centre transport system to enable the reallocation of street space from vehicles to people, places and plantings. This will be a critical enabler of this action. The **focal actions will be** City will advocate for:

- Ensuring that WestConnex and the Western Harbour Tunnel result in a decrease of vehicles driving in the city centre and Pyrmont
- Leveraging Sydney Metro, with interchanges available at new locations such as Waterloo, Sydenham, Five Dock, and Burwood North – potentially allowing the reduction of the number of buses serving the city centre
- Reducing bus layover around the Hunter Street precinct via through-routing services Reducing bus layover through more through-routing and better levels of bus priority on corridors leading to the city centre (Action #13)
- Improving walking routes to Pyrmont Station
- Developing the cycle network to and within Pyrmont
- Reducing vehicle speeds.
- Camperdown, serving University of Sydney and Royal Prince Alfred Hospital
- Zetland, serving one of Australia’s largest and most dense resident and employment urban renewal areas
- Randwick, serving the University of New South Wales and Royal Prince Alfred Hospital.

The City’s priorities for new stations on the Metro West extension by 2030 are Zetland and Central.

Background

The NSW Government is planning numerous innovation precincts on the periphery of the city centre, such as Tech Central, Pyrmont/Bays Precinct and Randwick. Extending Metro West is the best way to link current and future innovation, knowledge and employment locations:

- to each other
- to the city centre
- to Zetland (Green Square)
- to other centres across metropolitan Sydney.

The extension of Metro West to at least Randwick will supercharge the productivity gains of Sydney’s metro network through this century. The sooner it is built, the sooner the economic benefits to Great Sydney accrue.

The extension would improve cross-regional public transport connections, reducing car use. More people catching Sydney Metro from more locations will mean fewer trips by cars and buses, which will improve safety and create more space on streets for people. Well-located metro stations will allow people to interchange with buses for better overall trip experiences. This will contribute to fewer buses along streets such as Broadway.

Extending Sydney Metro to Zetland Station in Green Square will address the need and opportunity for connections in the City’s south and south-east. Transport in and around Green Square is increasingly under pressure. Green Square is one of Australia’s largest urban renewal areas, with currently more than 30,000 residents out of 61,000 residents and 22,000 workers by 2030. There is significant congestion on roads, buses and trains at peak times and there will be greater pressure on roads and public transport as the population and employment increases.

Action #6: Metro as a catalyst – bringing forward the Metro West extension

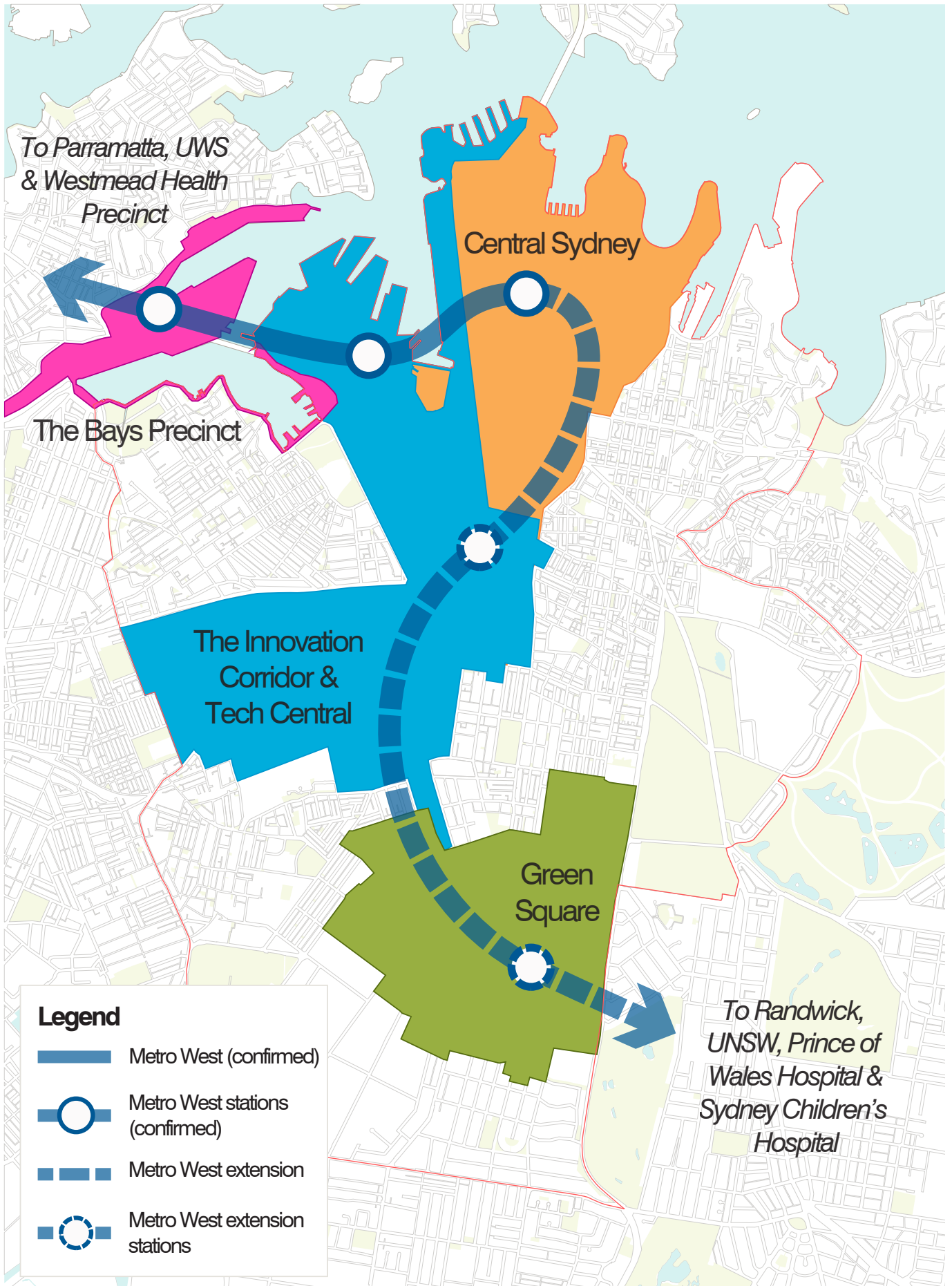
Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It incorporates City advocacy for the NSW Government to bring forward the extension of Metro West to Zetland from 2041 to 2030.

The NSW Government is building Metro West between Sydney’s city centre and Parramatta through the Bays Precinct and Pyrmont. This line will open by 2030. The Government is planning an extension of Metro West to Zetland in Green Square and Randwick for 2041. Given the current transport capacity constraints in Green Square and planned growth across our area, the City of Sydney wants the NSW Government to bring this extension forward to 2030.

Based on the NSW Government’s South East Sydney and Tech Central Transport Strategies, the proposed extension of Metro West to the southeast could have stations at:

- Central, serving University of Technology Sydney and the University of Notre Dame, and the new innovation developments at Tech Central near Central Station, such as Atlassian



Metro West extension concept (indicative only)

Source: Sustainable Sydney 2030-50



Photo: Asad Rajbhoy / City of Sydney

The need for public transport improvements in the corridor between the city centre and South Sydney including Green Square is an identified national priority on the Australian National Infrastructure Priority List and was proposed by the NSW Government proposed the initiative.

With Green Square scheduled to be fully developed by 2030-35, that is the timeframe in which Sydney Metro needs to operate. Surface transport solutions, including those outlined in Action #7: Connecting Green Square, cannot reasonably cope with the long-term transport and access demands of the resident and worker populations.

The Sydney Metro Central station would provide a focal interchange to the metropolitan public transport networks. A Metro West station would also further support the significant redevelopment occurring in the Central Station precinct.

The City's indicative estimates identify the highly competitive travel times associated with Sydney Metro, as shown in Figure 12.

Key enablers and next steps

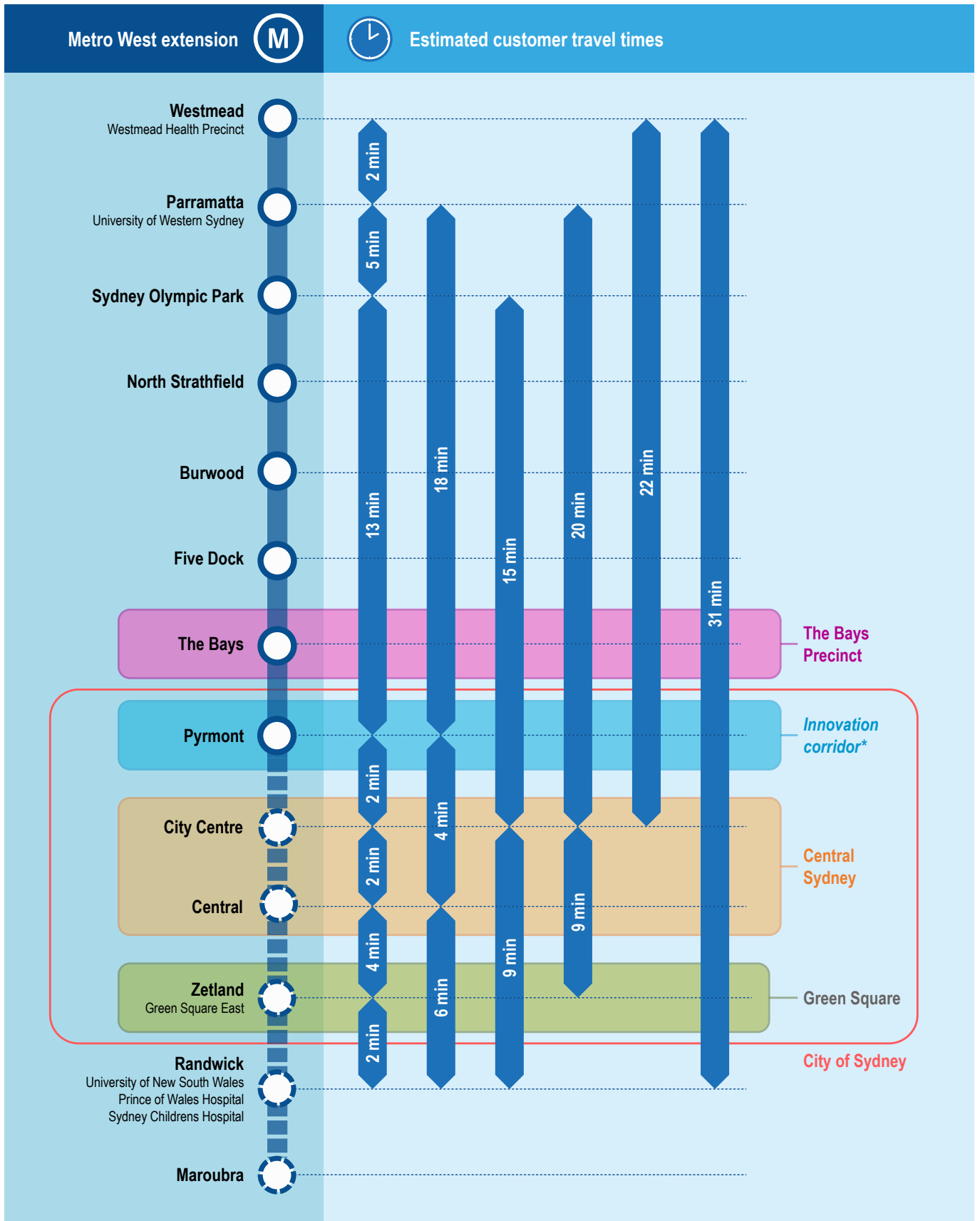
The NSW Government is investigating options for potential stations on the Metro West extension. **This work is informing a broader Metro review in 2023.** The City will support this work with analysis and insight, to secure the right amount and location of stations on the extension. The City will continue to advocate for the extension to be delivered by 2030.



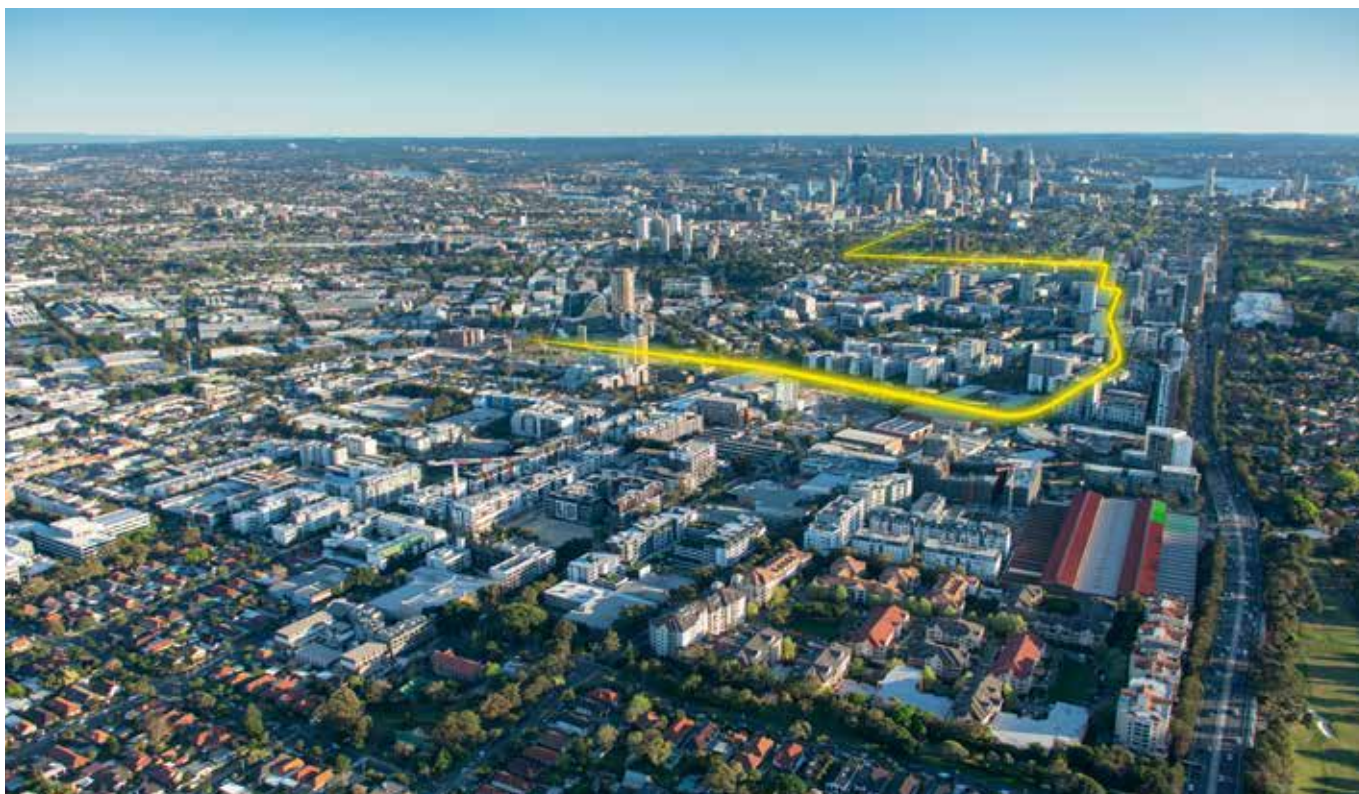
Source: City of Sydney

Action #7 includes short-term actions including a light rail to Green Square in the Eastern Transit Corridor. This would supplement the eventual extension of Sydney Metro to Zetland.

Figure 12. Indicative travel times between future Metro West stations



Source: Sustainable Sydney 2030-50



Eastern Transit Corridor and the city centre

Source: Sustainable Sydney 2030-50

Action #7: Connecting Green Square

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It focuses on better public transport connecting Green Square to the city centre and to other key precincts in and around the City of Sydney. It complements Action #6: Metro as a catalyst.

It includes a dedicated surface transit option between Green Square and the city centre. This would take advantage of the Eastern Transit Corridor, a surface transport corridor linking Green Square town centre and its rail station to a future metro station in Zetland and then toward the city centre. The City worked with developers over a long period of time to create this corridor. The Corridor can support light rail. Zero-emission bus services should be provided immediately, as an interim measure. The City's proposal for a zero-emission bus line, "304Z", is discussed below.

Background

Green Square is one of Australia's largest urban renewal areas and a priority location for jobs and services. By 2030, it will be home to some 61,000 people and host 22,000 workers. Located between two of Australia's major universities, Green Square is close to the emerging innovation and health precincts at Camperdown and Randwick, and only a few kilometres from the city centre and Sydney Airport.

Current public transport connections to these locations can be unreliable and slow. Buses are often overcrowded and operate at very slow speeds through Green Square.

The City has advocated for light rail to Green Square for more than a decade.

The City has worked with the NSW Government on short-term public transport, walking and cycling improvements as part of the Green Square and Waterloo Transport Action Plan. Such improvements do not represent long-term solutions to the issues in Green Square. The NSW Government's South East Sydney Transport Strategy does include longer-term ideas, such as extending Metro West by 2041 (discussed in Action #6).

Key enablers and next steps

The City will continue to advocate to the NSW Government for light rail between the city centre and Green Square.

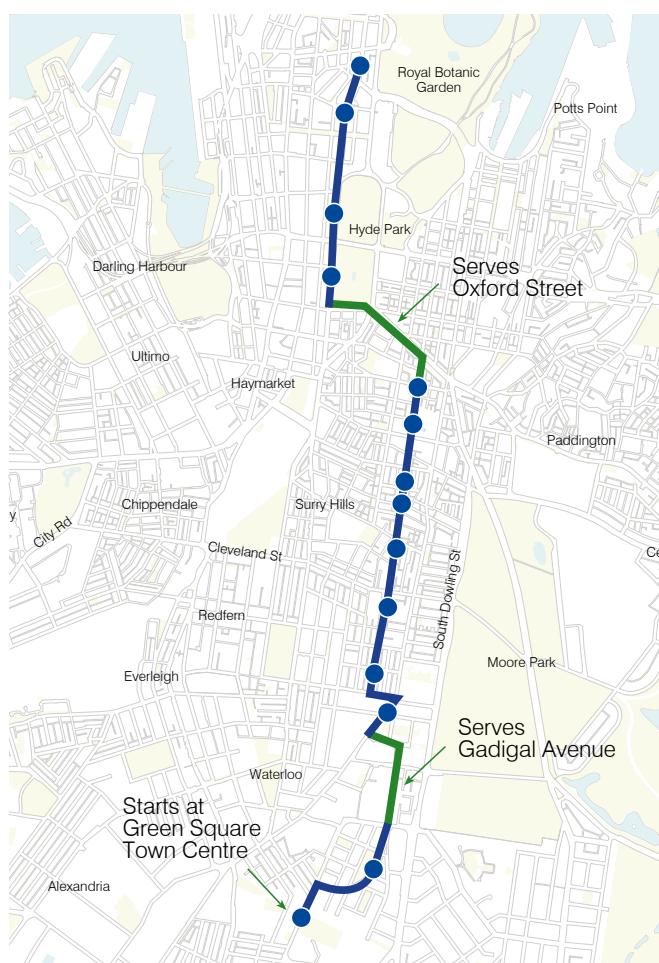
The South East light rail operator, has expressed its readiness to design, build, finance and construct a light rail from Central to Green Square. Its contract with the NSW Government contains a mechanism to enable light rail expansion, which would still require NSW Government support and approval.

Another immediate priority should be a dedicated zero-emissions bus service. This is the “304Z” concept, building on the existing 304 bus line route between Green Square and the city centre, connecting to the city centre along Oxford Street.

The City has adopted a position of net-zero emissions by 2035. It therefore strongly supports the commitments by the NSW Government to 100 per cent zero-emission buses in Greater Sydney by 2035. The priority for these buses should be high-frequency routes serving high-density housing or jobs and vibrant main streets.

The 304 bus line through Green Square and Surry Hills is the best option for a first move to zero-emission buses because it operates a dedicated route serving very dense and vibrant areas between Green Square and the city centre. The 304 bus provides the bulk of services along most of its route outside the city centre and is unlikely to change when Waterloo Metro opens. The proposed route for the 304Z is shown in Figure 12.

Figure 13. Proposed route for 304Z bus concept



Source: City of Sydney internal investigations

Action #8: A city for walking

Description

We will deliver priority programs of localised interventions to make walking safer, easier and more convenient. This builds on How we achieve this is set out in the City’s Walking Strategy and Action Plan and will include:

- Continuing our existing programs of tree planting, lighting, traffic calming and footpath widenings
- Increased crossing opportunities
- Space for walking and public life Working with TfNSW to implement 30km/h speed limits in high pedestrian areas and reduce wait times at signals for people walking
- Lighting
- Increased number of trees and planting Developing guidance for making our city more walkable, including child-friendly streets, designing for people with disability and minimising construction impacts
- Reduced vehicle speeds and reduced through traffic along main streets and in local neighbourhoods
- Reduced waiting times for people walking at traffic signals.

These will be in addition to and will support Actions #1 to #4.

We will promote walking through walking tours, maps, apps, webpages and events, and work with local schools to encourage more kids to walk to school.

Background

Walking is sustainable, space efficient, low emission and low cost. Walking helps to facilitate community by enabling people to interact and spend time with each other in formal and informal ways. It is also a well-utilised form of recreation and brings mental and physical health benefits.

The quality of our walking environment is important for maintaining global competitiveness and reputation. Walking is how people experience our city. Our streets and public spaces are the face we show the world.

The key approaches to boosting walking are:

- Make walking quick, convenient and easy
- Make walking inviting and interesting
- Make walking safe and comfortable
- Create a strong walking culture.

People walking in our area experience delays, unnecessary detours, cluttered and congested footpaths, heat, and noise and air pollution. People walking are forced to wait too long at traffic signals, resulting in lost productivity

There is not enough space for people walking. Within the city centre, most people walk: around 94 per cent of all trips in the city centre are by foot. However, people walking only have only one third of the street space.

To support people walking more, we must ensure walking is no longer the “forgotten mode” in transport planning and operations. In the decade before Covid, walking in the city centre increased by around 30 per cent. Increases were even higher in key locations like Pitt and Market Streets and during the evening. Street space reallocation around sites like the new Metro stations will be essential to support these new walking hotspots. We will continue to introduce innovative methods to count people walking, so they are considered in planning and road space reallocation.

The number of people walking on George Street is comparable with the number of vehicles on the Western Distributor, and significantly more than the Cahill Expressway and Eastern Distributor combined.

Key enablers and next steps

A key early move is to reduce crossing delays for people walking, especially in the city centre and key precincts such as Oxford Street and Broadway. Many signals now operate on a 90-second cycle, with the NSW Government reducing them from even longer cycle times with no noticeable impact on public transport or general traffic. Reducing them to 60 seconds or less will activate the streets and help create better places.

The City also wants to ensure that access and transport systems are in alignment with NSW Government objectives that support a better deal for people walking. The City is therefore advocating to the NSW Government to review the Sydney Coordinated Adaptive Traffic System (SCATS). This was first developed and applied in Sydney in the 1970s. The system’s primary role is to manage in real time the timing of signal phases at traffic signals. While the system is relatively successful in minimising delays for vehicles, it does not necessarily optimise the efficiency of movement for people, goods and services SCATS system.

~~We will update the Walking Strategy and Action Plan as appropriate.~~ Further detail on how we will create a city for walking can be found in the updated strategy, *A city for Walking: Strategy and Action Plan*.

Action #9: A city for cycling

Description

To help create a city for walking, cycling and public transport, we will further accelerate the rollout of cycleways and safe cycling connections as outlined in the City's *Cycling Strategy and Action Plan*.

Over the next five years, we will deliver cycleways, including on ~~King and~~ Castlereagh Streets in the city centre, on Liverpool and Oxford Streets to Taylor Square, and cross-regional links such as Glebe to Surry Hills and on O'Dea Avenue.

The City will support the cycleway network expansion with actions including:

- Advocacy for reduced vehicle speeds, which makes it safer to ride on all streets
- ~~Vehicle~~ **Advocacy for vehicle** driver education to create a better culture of people sharing the road, helping improve bicycle rider safety, which should be supported by appropriate NSW Police enforcement
- Location-specific programs to support more people to ride.

Background

Creating a city for cycling creates many of the similar economic, environmental, health and social benefits to those arising from creating a city for walking. Riding bikes is a sustainable and space-efficient transport option. For short trips, it can reduce car use and its impacts. Bicycle riding is also increasing for longer trips, including across the City of Sydney, aided by the significant uptake of e-bikes. These trips reduce car use and can also create more capacity on public transport for people unable to ride.

The City will invest \$69.4 million over the next four years to keep building the cycle network. The City has built over half of the regional bike network, with 25 kilometres of separated cycleways.

To support more people riding to more places, we need a more comprehensive network of separated cycleways. There is insufficient space provided on many important streets. Despite the significant and ongoing investment in separated cycleways, there are major gaps in the City of Sydney network, and in connections to nearby areas such as Randwick.

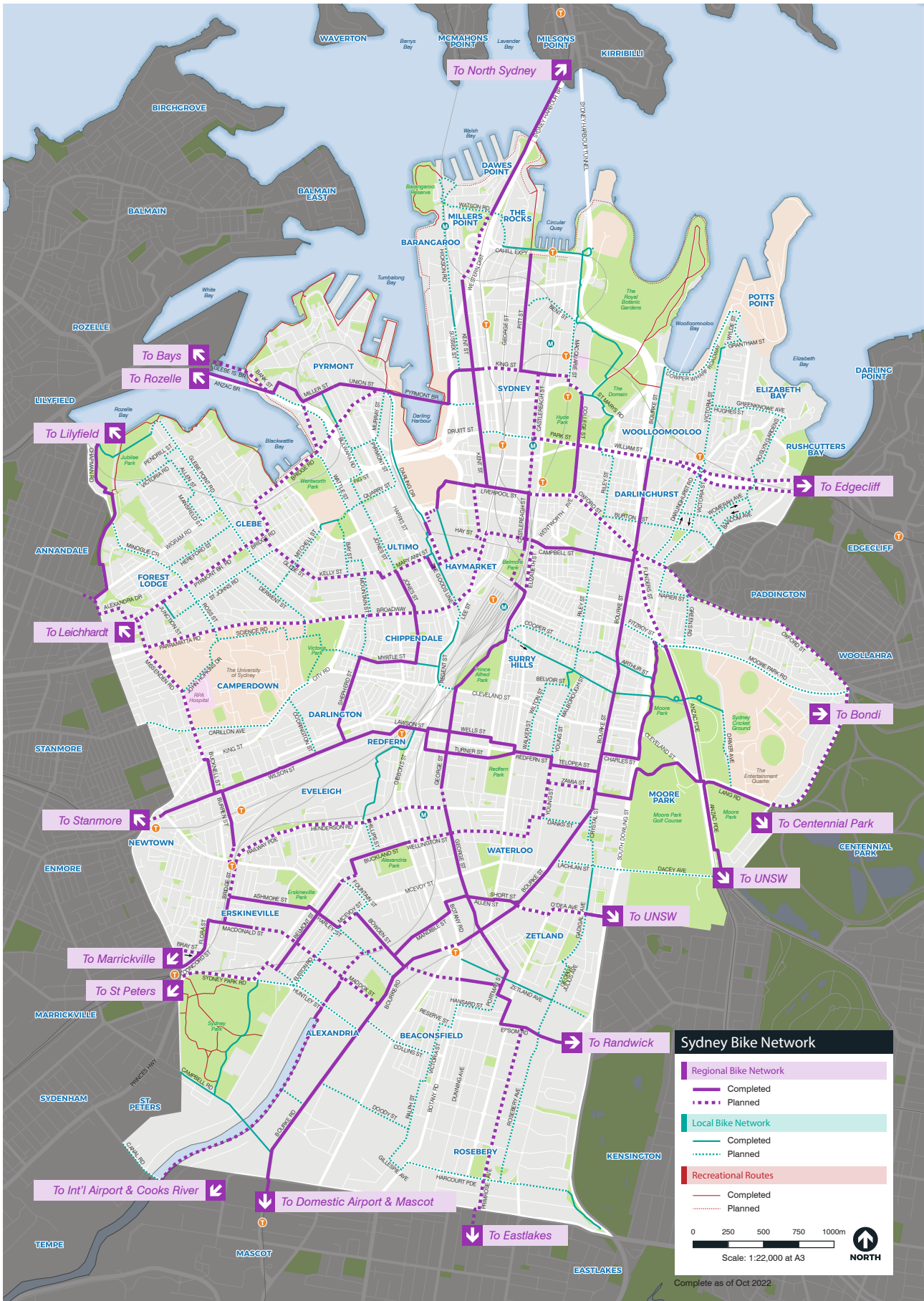
Having more people ride bicycles for more trips is a key strategy to keep people connected ~~in~~ **pandemics**, and a major strategy to reduce the transport sector's carbon emissions. For these reasons, most comparable global cities are investing heavily to accelerate the development of cycling networks. Sydney needs to keep pace with other global cities.

Key enablers and next steps

Other actions in this Action Plan help create a city for cycling, for example those that reallocate street space, including for cycling. Reduction of vehicle speeds on streets in and around the City of Sydney is critical to making riding safer and more attractive for people. Even though the NSW Government has worked with the City to reduce vehicle speeds and improve motor vehicle driver behaviour towards people on bikes; there is still more to be done to create a culture where people drive in a way that respects the safety of everyone.

The delivery of separated cycleways can be accelerated if the NSW Government can provide a larger and more reliable pipeline of funding, as this assists the City to maximise the efficiency of its rollout. Separated cycleways will also benefit from swifter design and approval processes (while ensuring quality and safety), especially around traffic signal plans. And making space for separated cycleways through road space reallocation (working between the kerbs rather than impacting on drainage and footpaths) reduces cost, complexity and delivery time.

Figure 14. City bike network (2022 update)



Source: City of Sydney

Action #10: Moving kerbside deliveries off-street over time

Description

This strategy recognises the importance of efficient and timely freight and deliveries in the City. It plans to increase off-street loading capacity to enable a progressive reduction of on-street loading in nearby streets, using the kerb space for other purposes while ensuring businesses retain access for their freight and servicing needs.

The City will aim to transition the bulk of on-street loading and servicing activities to off-street facilities in the city centre over the next 20 years. This will free up the kerbside lane for higher-value uses such as wider footpaths, cycleways and tree plantings.

A key way to achieve this is through the development of publicly accessible off-street loading and servicing hubs. Hubs could be delivered within private developments, shared between surrounding properties, or be commercial public facilities, similar to existing car parks. Figure 15 illustrates the concepts behind the hub system compared with the current on-street system.

To support this transition, the NSW Government should explore options that increase the efficiency of any kerb loading zones, such as booking systems and potential premium offers.

Background

Space on city streets is needed for activities that cannot occur in buildings such as walking, cycling, spending time and outdoor dining and essential vehicle movements. There must be space for public life, trees and plantings.

Freight and servicing have a major footprint in the city centre. Much of the kerbside in the city centre during the day is for loading or servicing vehicles. These sites are free to use and available for up to 30 minutes at a time. The City's research indicates that in some locations, vehicles including those belonging to tradespersons can illegally occupy the spaces for long periods of the day.

Access to kerbside space is uncertain as there is no booking system. Freight vehicles circulate looking for free spaces, often at key times for people walking and spending time in the city – especially at lunch and peak periods when they are walking to train stations and bus stops.

The current freight system will not cope with the planned growth, with 100,000 new city centre jobs, and each person generating more freight. The scale of growth in freight and servicing activity requires that we look at how we manage, plan for and provide space for these activities now and looking forward for the next 20 years.

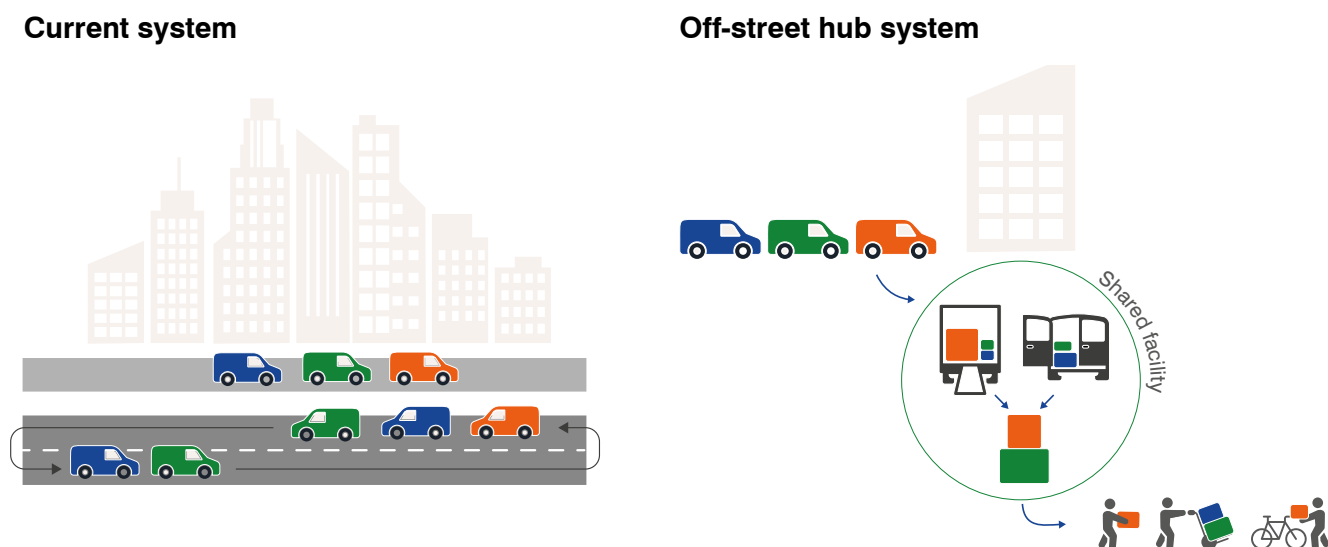
The planning system is a key tool in managing freight. Nearly all new developments will provide for their loading and servicing needs on-site through off-street loading and servicing facilities.

For other buildings, we need a different solution: public off-street loading hubs in new buildings. These could be used by nearby heritage buildings, small sites or areas where new vehicle access is not desirable because of the public domain impacts and high numbers of people walking.

Well-located shared public loading hubs would create the opportunity to shift from vehicles to lower impact options for the “last mile” (the last leg of the journey), such as shifting goods from vehicles to trollies and walking them to their final destination, or shifting goods to electric and other bikes, and small electric vehicles. The hubs would also provide an opportunity for lockers and other on-site storage to enable deliveries to take place outside of peak periods and collected when convenient for the recipient. Sites could be booked, so drivers could park where and when they are delivering.

The NSW Government and the City have collaborated to create the Goulburn Street freight hub, which has operated for more than five years. Drivers park their trucks or vans at the hub and distribute their deliveries to bicycle couriers who can make the “last kilometre” of the delivery more efficiently. With the growing network of separated cycleways, there are more opportunities for this type of hub, including in existing public commercial car parks.

Figure 15. Off-street hub concept



Source: City of Sydney internal investigations

Key enablers and next steps

The City is developing the off-street hub concept for **use by loading and servicing vehicles in a precinct**. It will look for opportunities to embed this in the development system where appropriate.

When off-street loading capacity is increased, the City can progressively reduce on-street loading in nearby streets, using the kerb space for other purposes.

The City will work with the NSW Government to support any changes to existing loading zone regulations that might be required to support the efficiency of spaces during the transition.

For waste collection, many businesses and buildings have individual contracts with a waste services contractor. This reduces the potential for scaling up operations to reduce the number of truck movements in the city centre. Over time, businesses can work together to secure scale in waste collections, which should reduce cost, improve resource recovery and reduce the number of truck movements in constrained and contested city centre streets.

Action #11: More control for local government over local streets

Description

The City will advocate to the NSW Government to review delegations to local government and how Traffic Committees function in NSW.

The desired outcome is for the City to have more control over local streets, to be able to more easily implement approaches that are consistent with NSW Government strategy and policy, and sensible road engineering and management approaches. Priorities should be changing parking controls, installing new pedestrian crossings and building cycleways on local streets. An increased role for local government should also be considered in setting speed limits and managing traffic signal phasing on local streets.

Background

This action would make it easier for the City to make changes to local roads in its area. Local government does not have full control of or responsibility for local road management. Relatively minor changes to local roads, including parking, require Traffic Committee approval. There is often no added value to doing this.

Local governments with appropriate capability and capacity are better placed to understand the complex interface between movement and place and the community in local transport and access networks. Local governments are better suited to managing trade-offs between walking facilities, cycleways, parking and vehicle access.

The City has already made changes to its approach within the overall constraints of the administrative arrangements such as changing the name to the Local Pedestrian, Cycling and Traffic Calming Committee, and adding representation (non-voting) from cycling and walking stakeholders.

In early 2023 Transport for NSW issued a Temporary Delegation that allows local government to make some changes (minor traffic and pedestrian works) on unclassified roads (local roads) without needing to seek Traffic Committee approval. The City views this as a modest first step, with many works such as changing parking signs excluded, and the limitations in the Temporary Delegations further excluding large areas of the City (e.g. the Temporary Delegations do not apply within 100m of a traffic signal). **Transport for NSW subsequently advised it would reexamine the Temporary Delegations.**

There is a broader opportunity to fundamentally realign responsibilities. Making local government responsible for its own roads frees up NSW Government resources for managing congestion and safety on State Roads, especially in regions.

Key enablers and next steps

The City will implement a new simplified process in response to the 2023 Temporary Delegations. Once Transport for NSW brings in an effective set of Temporary Delegations of road authority, the City will implement a new simplified process in response to them. It will liaise with Transport for NSW to shape the form and timing of future Delegations.

Action #12: Funding public domain works via parking space levies

Description

The City will advocate to the NSW Government that it reforms the existing system of parking space levies to better support the City's overall transport aims and create more funds for public domain works in the City of Sydney.

The City will advocate that the NSW Government:

- spend a greater proportion of levies where they are generated - in the city centre. To align with the parking space levy's statutory objectives, this should be in the areas around existing and new city centre transport nodes, especially Sydney Trains and Sydney Metro stations.
- consider reducing the number of exemptions to the levy to make its application fairer, as well as increasing the available funds for capital work. This would require regulatory change.
- over time, increase levy amounts in the city centre. This would be consistent with existing NSW Government policies to reduce private vehicle trips there. These additional funds should also be allocated directly to expenditure in the city centre. The levies are set each year by regulation.
- explore changes to the levy and its operations that assist the levy meet its objectives to reduce car use. These could include charging a different fee per time of car park entry or exit, or by vehicle occupancy or location of car park.

Background

The City will need additional funding to deliver the projects in this Action Plan, to create a city for walking, cycling and public transport.

The parking space levy system has operated since 1992, with a clear objective to reduce car use in the city centre. It levies an annual fee on parking spaces in the city centre and a small number of other commercial centres across Sydney. The levy is ~~\$2,630~~ **\$2,800** per space in the city centre for ~~2023-234~~. There are many exemptions to the system, including residential parking spaces.



Bus passengers, Wynyard

Photo: Tyrone Branigan / City of Sydney

The system collects roughly \$100 million per annum in levies, most of it in the city centre. These levies are allocated under law to measures that support access to these centres. However, there is no direct requirement to spend the funds in the centres where the levy applies. The vast majority of the levies go to major capital works projects across Sydney, such as commuter car parks and public transport projects.

People walking to and from public transport, such as Sydney Metro, is a key but forgotten component of improving access to centres by public transport.

The City believes there will be more support for the levy if more of it is spent where it is collected.

The City provides significant additional funding for the public domain, such as the landmark \$263 million provided for George Street pedestrianisation. However, the City is unlikely to be able to financially support all of the improvements required to support the city centre's growth and competitiveness.

Key enablers and next steps

The City will continue to advocate to the NSW Government for reforming the parking space levy system, including in submissions to government plans and strategies.

Action #13: Reducing the impacts of buses in the city centre

Description

The City will advocate to the NSW Government to reduce the number of bus layovers in the city centre. This street space can then be reallocated to uses such as outdoor dining, plantings or footpath widening.

A potential option is to increase the degree to which bus routes 'through-route' rather than terminate or do layovers in the city centre. This improves cross-regional connectivity while maintaining services on key corridors serving the city centre. It also reduces the degree to which buses manoeuvre and turn in the City, which would help mitigate a key road safety risk.

The City's priority **for this action** is the western part of the city centre. Buses should move smoothly along the north-western edge of the city centre and at lower speeds. Network planning should explore the potential for connecting bus services in the Lower North Shore with Western buses that use the Anzac Bridge.

Background

Buses in the city centre take up valuable kerbside road space as they do layovers between services.

Buses have significant impacts on the street environment, including impacting safety, especially while manoeuvring, and producing noise and emissions (until fully zero emissions).

Many buses that terminate in the city in the morning peak, turn around and return to their destination 'out of service', virtually empty of passengers. Buses also enter the city centre virtually empty in the afternoon in readiness for the evening peak. All these bus movements and layovers require significant street space and kerb space. On streets such as Clarence Street, the impact of buses occupying the kerb space on the amenity of the public realm is particularly noticeable.

Key enablers and next steps

The NSW Government needs to work within the existing regional contract system to make these types of changes possible – or reform the system. [In 2023 the NSW Government announced a Bus Industry Reform Taskforce which will report in 2024.](#)

The Western Harbour Tunnel, to be completed in 2026, is an opportunity to allow street space to be reallocated to buses on Victoria Road and Anzac Bridge as soon as possible. This creates improvements in travel time and reliability, which then allow smoother and lower speed operations in the city centre without disadvantaging bus passengers. Eventually, if Victoria Road supports a busway system, this could connect with the Northern Beaches B-Line system.

Action #14: Electrification of City Transport

Description

The City has developed a comprehensive strategy and action plan for the electrification of city transport. This addresses whole-of-system requirements, including but not limited to vehicle charging. It addresses all fleet types, not just private vehicles. The electrification strategy and action plan is fully consistent with this City of Sydney Access Strategy.

The strategy is aimed at 2035, with actions focused on the next five years. The action plan includes 21 actions. These range from City programs (such as electrifying its fleet and working with car-share operators to electrify their fleets) through to advocacy actions (such as advocating to the NSW Government to electrify buses in the City of Sydney as soon as possible, and to the Australian Government to use fuel and emissions standards to accelerate the availability and uptake of electric vehicles).

The strategy and action plan outline the significant opportunities over time for vehicle charging to occur off-street in the City of Sydney. This includes locating charging in:

- Existing parking in residential and commercial buildings, with a particular emphasis on understanding the challenges for charging in strata apartment buildings
- Public parking at major retail locations (e.g. Broadway, East Village)
- City-owned and private public car parks
- Parking in new residential and commercial buildings.

Charging off-street wherever possible limits the impact of transport electrification on the public domain.



Photo: Katherine Griffiths / City of Sydney

Background

Achieving net-zero emissions by 2035 is a key commitment in Sustainable Sydney 2030–2050.

The transport sector continues to contribute around 20 per cent of the City's emissions. Reducing these emissions to achieve net-zero emissions by 2035 is a major challenge. Reducing the amount of travel by private vehicles remains the key and immediate approach to reducing transport sector emissions – while delivering a city for walking, cycling and public transport, and supporting broader environmental, social and economic outcomes.

Further emission reductions will occur from switching vehicle technology from internal combustion engines to zero-emissions technology, such as electric vehicles. The transition to electric fleets and vehicles needs to be done in a way that is equitable and inclusive, supporting access to electric vehicle fleets for those who need them without entrenching the economic, social and place costs of private vehicles.

The City's focus is on solutions for each fleet. Transitions for fleets such as buses are reasonably predictable, the constraints being the cost and timing of depot upgrades and fleet replacement. Where operational cost savings will be significant, such as for taxis, the City expects the NSW Government to ensure the fleet transitions quickly once appropriate value-for-money vehicles are available in large numbers.

The City generally has limited control over electrification. Many actions therefore relate to advocacy, recognising that the City's target for net zero is significantly more ambitious than the current targets of the Australian and NSW Governments.

In 2023, there are more than 100 publicly available off-street charging points in the City of Sydney. Charging off-street limits the impact of vehicle charging on the public domain. The City will use its planning controls to ensure that new development contributes to the provision of off-street charging.

Key enablers and next steps

The City will implement the 21 actions in the strategy and action plan for the electrification of City transport.



Photo: Peter Warrington / City of Sydney

Action #15: Reducing vehicle speeds

Description

The City will continue to work with the NSW Government to implement lower speed limits on roads across the City of Sydney. The priority is to have maximum 40km/h limits on all City of Sydney streets as soon as possible⁴. In the city centre and other areas of high people activity, we would seek to reduce vehicle speeds to 30km/h or lower.

Background

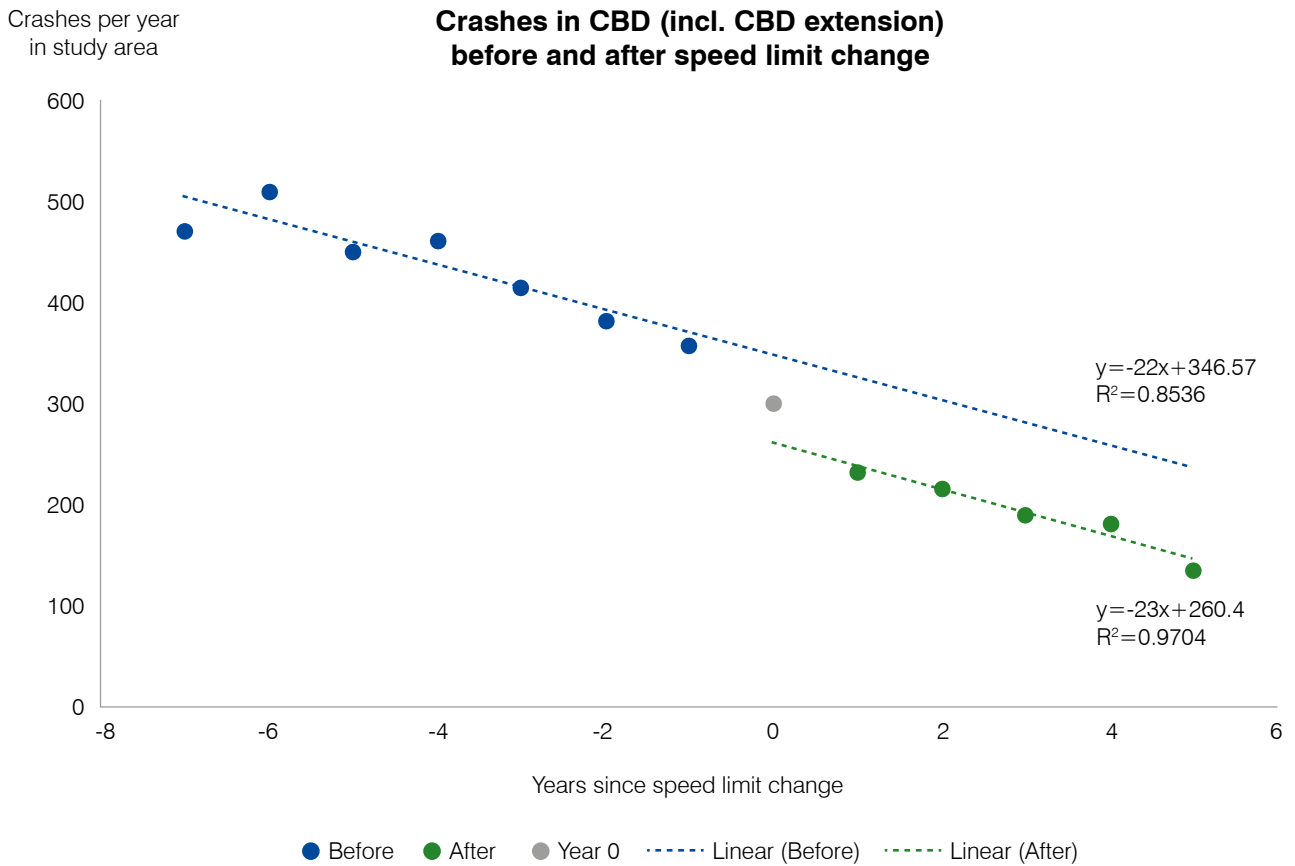
Reducing vehicle travel speeds:

- reduces the number and severity of crashes
- reduces the attractiveness of driving along lower speed routes
- improves amenity and safety, which encourages walking and cycling
- supports better 'place-making'.

Lower speeds are important to enable better public realm outcomes, to encourage and facilitate walking and cycling, and to achieving Vision Zero. The City has reduced and slowed traffic throughout our area, including successfully advocating for 40km/h zones throughout the city centre and local neighbourhoods; 75 per cent of local and regional streets in our local area already have a speed limit of 40km/h or lower. The City identified a clear reduction in crashes in the city centre once the speed limit was reduced to 40km/h as shown in Figure 16.

⁴ This does not include the motorway and distributor network.

Figure 16. City centre crashes before and after speed limit reduction



Source: NSW Government crash data

Under NSW transport legislation, the NSW Government sets the speed limits on all roads, including local neighbourhood streets. The City and the NSW Government have been in partnership to reduce speed limits for more than a decade. The introduction of 40km/h in the city centre is a major achievement since the release of Sustainable Sydney 2030.

Key enablers and next steps

The City and the NSW Government are collaborating on the rollout of 40km/h speed limits. The NSW Government sets speed limits on all roads in NSW.

The NSW Government released updated Speed Zoning Standards in mid-2023, which include potential 30km/h speed limits for High Pedestrian Activity Areas such as the city centre.

Action #16: Supporting car sharing

Description

The City will continue to develop its car-sharing system, consistent with the Car Sharing Policy. There will be more parking spaces for car sharing. We welcome new car-sharing operators to increase competition and choice. We will reduce emissions of the fleet over time, consistent with the City's strategy for transport electrification.

Background

The City supports car share through our Car Sharing Policy, first introduced in 2011 and regularly updated. ~~By~~In 2023, there ~~were almost~~ are more than 850 dedicated on-street car sharing spaces, representing roughly 2 per cent of on-street parking spaces. These are shown by village at Figure 17 by village. Car sharing reduces parking pressure, which will only increase as the City grows in homes and employment.

Car sharing boosts inclusion, by making available motor vehicles for suitable trips when required, making it easier for people and households to live in the City of Sydney without owning their own car. This makes it more likely that they will plan their car use, and walk, cycle and catch public transport for more of their trips.

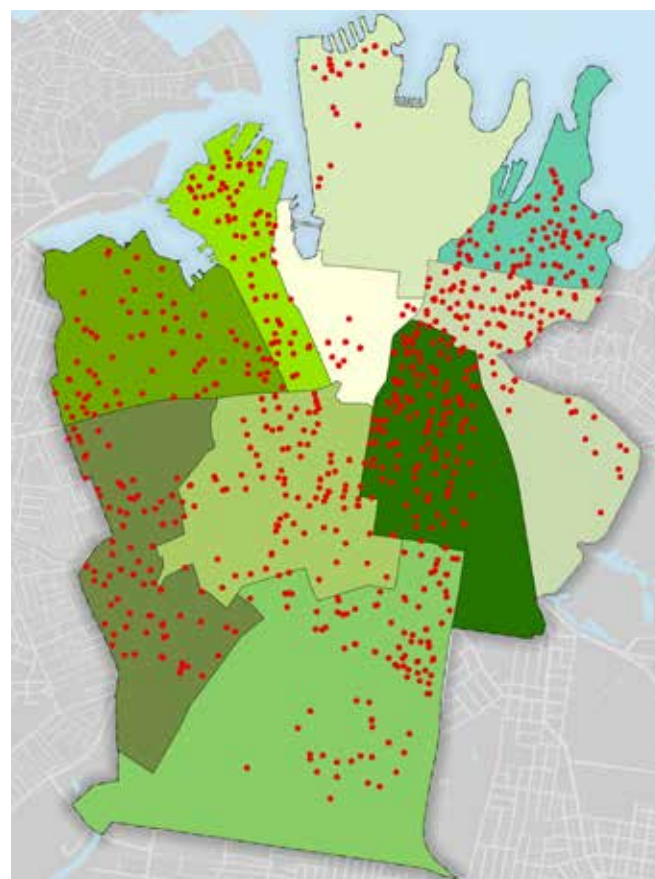
Car sharing can transition to electric vehicles more quickly than other fleets. This will further the contribution of the system to achieving net-zero emissions by 2035.

Key enablers and next steps

RegularThe City's policy reviews ensure the car share system design and operation contribute to the intended outcomes of the City's strategies, as well as the needs of car-share users.

We will continue to install any new parking spaces in consultation with local residents, to ensure any changes reflect the views and needs of both non-users and users.

Figure 17. City of Sydney on-street car-share parking spaces



Source: City of Sydney internal investigations

Action #17: Pricing to achieve more equitable access outcomes

Description

The City will contribute to the development of NSW Government street pricing schemes that deliver place, economic, social and environmental outcomes in the City's strategies.

The City will advocate for reforming current disaggregated approaches to transport pricing, especially for street users. There is an opportunity for broader street pricing, incorporating motorway tolls into a more comprehensive system that focuses on congestion and emissions. A subscription model or plan could be adopted, similar to other utilities, which could encompass various parking charges, such as the parking space levy, to ensure a more coherent focus on travel demand management.

Background

Street pricing such as a cordon price or broader congestion charge has been discussed for inner Sydney since the 1990s. Current NSW Government approaches to street pricing work against the use of bypass infrastructure such as tollways. There is too much through traffic in high-value places, despite massive investment in the motorway network. The toll charge funds the construction of infrastructure, however it may continue after construction is recouped. Many people continue to use surface streets as they are not priced. Management of the traffic signal network then provides these vehicles with significant priority, reinforcing the overall attractiveness of using these streets. Meanwhile, the collective travel time savings of using the tollway are undermined.

Prioritising through traffic limits the improvements that can be made to key surface streets and precincts. This affects bus and freight reliability and is a factor in limiting the amount of walking and bike riding. The most obvious example is the almost 20-year experience with the Cross City Tunnel, with surface traffic free of charge, and traffic priority often facilitated by traffic signal management. This has led to calls for the NSW Government to purchase the tunnel, so it can then create a

more sensible system for charging east–west movements. Improved travel times for north–south light rail and bus movements in the city centre would be a key benefit. Any system would need to ensure ongoing access for the 25,000 residents in the city centre.

Key enablers and next steps

The NSW Government's commitment to reallocate road space on Parramatta Road and Broadway when the full WestConnex opens will create the context for a more nuanced examination of the appropriate pricing regimes for the whole network, and not just the newly opened tollway segment.

Any NSW Government access strategy for the city centre will need to incorporate actions that address the impact of pricing on the current amount of through traffic.

The electrification of the transport system and the predictable decline in revenue from fuel levies will force further examination of the role of broader road network pricing and charging. This should focus on achieving access and place outcomes, as well as identifying revenue streams to fund management and maintenance of the asset.

The City will continue to advocate for reform to road pricing in its input to NSW Government strategies such as the Future Transport Strategy 2056 and any place-based access strategies for the city centre.

In 2023, the NSW Government initiated an Independent Tolling Review. The City's submission included for consideration specific examples of approaches that could reduce unnecessary through traffic in the city centre. The City's submission can be viewed at:

https://www.treasury.nsw.gov.au/sites/default/files/2023-09/202309_02-toll-review-stakeholder-submissions.pdf

Appendix A: Potential disruptions

The City's Strategy and Action Plan responds to known trends and foreseeable issues. However, changes in technology and policy and unforeseeable events (such as the 2020 Covid-19 pandemic) can force the City to respond. This section assesses some of the more likely disruptions to the current economic, social or economic environment in which our transport and access system operates, to provide some initial thoughts on how the City might respond.



Photo: Katherine Griffiths / City of Sydney

Mobility as a Service

Mobility as a Service (MaaS) was heavily featured in Transport for NSW's *Future Transport 2056 Strategy*, first released in 2016. MaaS refers to a service by which users can subscribe to access packages that are accessible via a unified platform, which are generally created by a third party and combine services from both public and private providers. Users can purchase subscriptions which include public transport, bike share and car share trips, and late-night transport services via a taxi or other point-to-point operator. The service might include reward schemes and push pricing to align demand and supply.

Sydney has some elements of MaaS already and Transport for NSW has trialed some additional elements. However, there is no comprehensive scheme or significant uptake of it. MaaS could satisfy the growing demand for subscriptions, personalised packages, and online digital payments and account management. For some people, this could contribute to them making fewer motor vehicle trips.

There is a risk with private companies, not government, responsible for bundling services of a conflict of interest between what is best for the city and what is best for the operator. Currently, governments provide or subsidise services to address most of the accessibility needs of the whole population. This must remain the focus under any future system that features a larger role for MaaS.

Autonomous vehicles

In the past decades, motor vehicles have become increasingly automated. The idea of fully autonomous and connected vehicles is often promoted as a panacea for addressing road safety trauma and better managing congestion.

The further automation of motor vehicles could eventually bring safety benefits. However, there is a strong possibility that their initial introduction would increase road trauma. By reducing the need to park, they could also lead to mode shift to these vehicles, which will still remain space-inefficient compared to public transport, walking and cycling. This could lead to the overall road system becoming more inefficient and making the city itself more inefficient.

It is also unclear how autonomous vehicles would be managed where people walking and riding bikes are in the majority, such as in the future city centre. Would the presence of so much activity in streets cause autonomous vehicles to constantly stall, and thus make them virtually useless in these environments? Would government respond by fencing streets off to segregate vehicles and people walking – a complete reversal of the City's emphasis on giving people and place more priority over private vehicles?

Personal mobility devices

Personal mobility devices have increased in popularity throughout many cities in recent years. There could be potential for these devices to provide alternatives to private vehicles for short trips.

The City's approach to new mobility solutions is generally to work with NSW Government to consider whether new devices or approaches, if made legal, can contribute to access and broader city outcomes. In the case of electric scooters, the key issues are around road safety, the different impacts of shared and privately owned devices, and the appropriate regulations and management arrangements and especially the role of the City vs that of the NSW Government.

In 2022, the NSW Government began developing a trial of legalising shared electric scooters. The City's position is to not support them being legalised for use on our crowded footpaths. There is also likely to be future demand to legalise the use of other devices such as electric skateboards.

High-speed rail

High-speed rail is likely to reach a tipping point in economic and potential financial viability sometime this century. High-speed rail creates an alternative for connections to regional NSW and Australia. High-speed rail keeps regions connected to Central Sydney to respond to changed work patterns in the post-Covid or living-with-Covid future. High-speed rail also addresses climate change and emission reductions. It offers resilience if the aviation sector is affected by fuel security or carbon reduction frameworks.

The absence of corridors and a potential terminal in Eastern Sydney threatens to limit the value of any future system. The current risk is that non-transport development in the Central precinct could limit the future functionality of Sydney's key transport node. Outlining the future requirements for high-speed rail provides certainty around the 100-year horizon planning for the Central precinct.

A terminus at Central station would provide customers with a direct connection to most parts of Greater Sydney, an interchange with nearly all rail and metro lines. In terms of specific corridors required, connection to the South/West is the priority.

As a first enabler, the Australian Government established a High Speed Rail Authority in 2022.



Attachment B

**Final Access Strategy and Action Plan –
Continuing the Vision**



Final
November 2023

Access Strategy and Action Plan Continuing the Vision

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Executive summary

Rebalancing movement and place within our city to create a city for walking, cycling and public transport

The City of Sydney's *Access Strategy and Action Plan: Continuing the Vision* (the 'Access Strategy') explains the City of Sydney's approach and commitments to managing access and transport to support environmental, social and economic outcomes. It focuses on the geographic area of the City of Sydney, in the broader context of metropolitan Sydney.

It builds on the City's achievements since the adoption of *Sustainable Sydney 2030* in 2008. It updates the *Connecting the City* transport strategy released in 2012. It is crucial that the City reviews and updates its previous 2012 transport strategy to account for the significant progress it has made since then and to enable effective collaboration with NSW Government agencies and other key stakeholders.

It identifies additional strategies and actions the City of Sydney can adopt and implement and includes advocacy actions for the City to influence the NSW Government.

The City has developed the Access Strategy in parallel with, and to support, the two documents: *Sustainable Sydney 2030–2050: Continuing the Vision* ('Sustainable Sydney 2030–2050') and the *Community Strategic Plan: Delivering Sustainable Sydney 2030–2050* (the 'Community Strategic

Plan'). The Access Strategy explains why transport and access are crucial to creating a City that is environmentally sustainable, inclusive and economically productive. It shows how new ideas and approaches will work with the City's extensive existing programs and policies to achieve a city for walking, cycling and public transport. The Access Strategy also describes how it is integrated with, supports and operationalises the directions incorporated in *Sustainable Sydney 2030–2050*.

The Access Strategy has 10 main elements:

- Deliver an integrated transport and land use system providing high levels of access without relying on high levels of mobility.
- Reallocate street space
- Inform planning of key precincts
- Improve places
- Respond to the climate emergency and build resilience
- Enable the City to continue to grow
- Assist pandemic recovery
- Strengthen inclusion
- Save lives and reduce injuries
- Shape the city around a networked public transport system.

The Access Strategy will use targets and measures from Sustainable Sydney 2030–2050 and the Community Strategic Plan to drive progress towards the strategy's vision and outcomes and to report on progress.

The Access Strategy includes 17 projects, initiatives and programs that translate the Access Strategy into an Action Plan, that:

- makes immediate progress on creating a city for walking, cycling and public transport
 - responds to the needs of the City's different areas and geographies
 - capitalises on the issues where it has direct control and strengthens its advocacy and influence where it doesn't
 - maximises delivery and value for money, recognising the City's limited funds
 - looks for opportunities for additional funding for access and transport.
-

The actions are:

1. Broadway – A green axis for Tech Central, a city centre gateway
2. Park Street – A green gateway for the city centre, reconnecting Hyde Park
3. Oxford and Flinders Streets – A green gateway supporting culture
4. City centre place improvements - from vehicles to people
5. Plan Sydney Metro precincts to improve the public domain and increase space for people
6. Sydney Metro as a catalyst – bringing forward the Metro West extension
7. Connecting Green Square

8. A city for walking
9. A city for cycling
10. Moving kerbside deliveries off-street over time
11. More control for local government over local streets
12. Funding public domain works via parking space levies
13. Reducing the impacts of buses in the city centre
14. Electrification of City transport
15. Reducing vehicle speeds
16. Supporting car sharing
17. Pricing to achieve more equitable access outcomes.

Over time, the City will update the Action Plan, as we implement priorities and as new opportunities or priorities emerge.

The City is monitoring a number of rapidly evolving technologies that could disrupt the transport and access system and the City's Access Strategy. These are:

- Mobility as a Service
- Autonomous vehicles
- Personal mobility devices
- High-speed rail.

The different components of the City's Access Strategy will together create a city for walking, cycling and public transport.

1. Introduction

Scope of Strategy

This document is the City of Sydney's *Access Strategy and Action Plan: Continuing the Vision* (the 'Access Strategy').

It explains the City of Sydney's approach and commitments to managing access and transport to support environmental, social and economic outcomes.

It focuses on the geographic area of the City of Sydney, in the broader context of metropolitan Sydney.

It outlines the City's key achievements since the adoption of *Sustainable Sydney 2030* in 2008. It recognises the City's advocacy role in securing NSW Government commitment to Metro and Light Rail. Building on these achievements, it identifies additional strategies and actions the City of Sydney can adopt and implement, to continue progress towards the vision. It also includes advocacy actions for the City to collaborate with and influence the NSW Government. Many of these are fully consistent with existing NSW Government policy positions, or translate the policy principles into specific projects.

It updates the *Connecting the City* transport strategy released in 2012. It is crucial that the City reviews and updates its transport strategy to account for the significant progress it has made since then and to enable effective collaboration with NSW Government agencies and other key stakeholders.



Photo: Mark Metcalfe / City of Sydney

The City developed the Access Strategy in parallel with, and to support, the two documents: *Sustainable Sydney 2030–2050: Continuing the Vision* ('Sustainable Sydney 2030–2050') and the *Community Strategic Plan: Delivering Sustainable Sydney 2030–2050* (the 'Community Strategic Plan').

Section 2 outlines the relationship of the Access Strategy to Sustainable Sydney 2030–2050 and the Community Strategic Plan in more detail.

Purpose: the need for an Access Strategy and Action Plan

- This document directly relates to Sustainable Sydney 2030–2050 and the Community Strategic Plan.
- It explains why transport and access are crucial to creating a city that is environmentally sustainable, inclusive and economically productive.
- It shows how new ideas and approaches will work with the City’s extensive existing programs and policies to achieve a City for walking, cycling and public transport. It identifies the high level of consistency between the City’s approach to transport and access and NSW Government policies, improving the City’s ability to advocate for these approaches.
- It provides more detail on Sustainable Sydney 2030–2050’s Transformative Project Ideas and transport and access targets, principles and directions.
- It provides the transport network context to and further rationale for the Transformative Project Ideas outlined in Sustainable Sydney 2030–2050.
- It helps to consolidate and operationalise the NSW Government’s existing ‘place-based’ transport strategies for key areas of the City of Sydney, including its South East Sydney Transport Strategy (2020) and its Tech Central Place-Based Transport Strategy (2021). It provides more detail on relevant elements and, in some instances, shows why these projects must be realised more quickly than currently committed to by the NSW Government.
- It provides discussion about the potential future of key issues, such as freight and servicing, to guide the City’s responses and actions.

2. Supporting Sustainable Sydney 2030–2050

This section explains how the Access Strategy is integrated with, supports and operationalises the directions incorporated in Sustainable Sydney 2030–2050. It documents progress and achievements since the City released Sustainable Sydney 2030.

Building on the progress of Sustainable Sydney 2030

Sustainable Sydney 2030 was endorsed in July 2008. Key achievements delivered as part of Sustainable Sydney 2030 are shown in Figure 1. These are primarily a result of direct action by the City. Some were achieved in partnership with the NSW Government. New public transport (light rail, Metro) is delivered by the NSW Government, but the City played a strong advocacy role and supports the projects with public domain works.

Strategic context: Sustainable Sydney 2030–2050

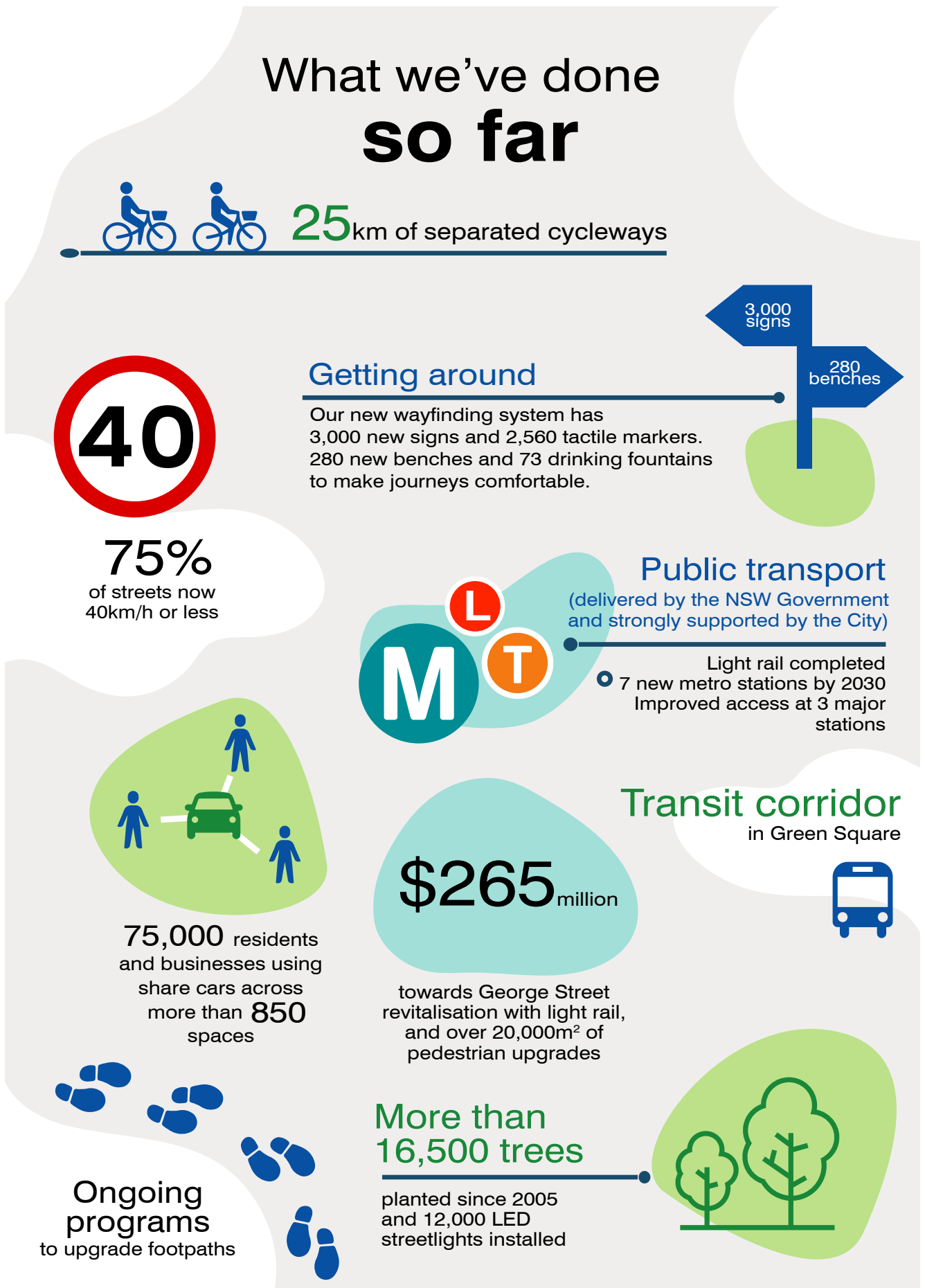
This Access Strategy has been developed in concert with and to support and supplement the Sustainable Sydney 2030–2050 strategy.

Sustainable Sydney 2030–2050 builds on the work undertaken to realise the City's Sustainable Sydney 2030 strategy, which was released in 2008 (achievements in transport and access are shown in Figure 1). Sustainable Sydney 2030–2050 responds to relevant global trends and policy frameworks, encapsulates the City's communities' values and aspirations, and is underpinned by research and data analysis.

Sustainable Sydney 2030–2050 articulates a future:

- that is more sustainable, driven by individual and collective action to respond to the climate emergency
- where the City continues to be a leader in our region for just and sustainable growth, creativity, and innovation
- where the thriving 24-hour economy creates opportunities for all
- with a more resilient city – where the social, business, cultural and physical connections in our city support everyone to reach their full potential, adapt to change and withstand adversity.

Figure 1. Key achievements of Sustainable Sydney 2030



Sustainable Sydney 2030–2050 includes:

- 10 **Targets** to enable the City to measure and report on change over time
- 10 **Strategic Directions** to provide a framework for action by the City of Sydney, other levels of government, and by business and the community
- 10 **Transformative Project Ideas** building on past projects and concepts, to illustrate ways we can realise the vision for the city by 2050. They are intended to provoke thought and discussion about significant actions the City of Sydney and others can take.

The Community Strategic Plan is the City's formal corporate planning document under the Local Government Act 1993. It provides more detail on the communities' perspectives and rationale for action. For each of the 10 Strategic Directions in Sustainable Sydney 2030–2050, it translates the vision into objectives and outcomes, with measures to recognise progress over time.

The Access Strategy relates primarily to Sustainable Sydney 2030–2050 Strategic Direction 5: *A city for walking, cycling and public transport*.

Transport and access play a supporting role in other directions, especially Direction 3: *Public places for all*.



Photo: Adam Hollingworth / City of Sydney

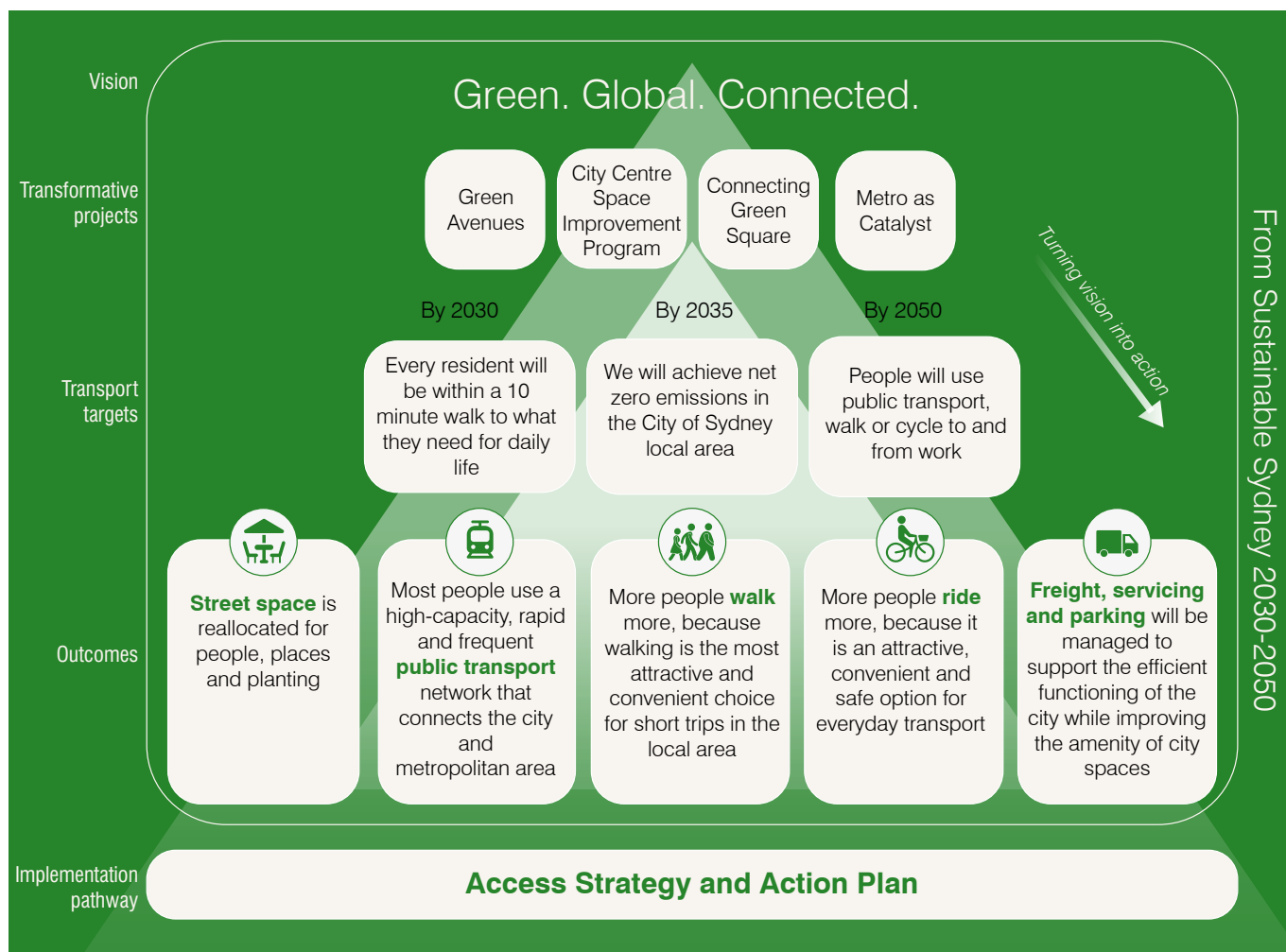
The Access Strategy was developed in parallel to Sustainable Sydney 2030–2050

The City started preparing this Strategy in 2018, with the primary goal of supporting the update of Sustainable Sydney 2030. Our starting point was the many achievements since the adoption of Sustainable Sydney 2030, such as light rail on George Street. We worked with experts to ensure our approaches were best practice and responded to evidence. We used a co-design approach, to maximise the collaboration between City teams, subject matter experts and external stakeholders. This process helps extract the best ideas from the City's experienced people.

We validated our potential approaches against the strong emerging community views that something needed to be done to make city streets more productive and liveable.

The relationship between transport and access, and quality planning and growth, is also embedded in the City of Sydney's *CityPlan 2036* (Local Strategic Planning Statement), released in 2020. The Central Sydney Planning Strategy is the planning framework for growth in Central Sydney, and access and transport are vital to its implementation.

Figure 2. How Sustainable Sydney 2030–2050 guides and informs the Access Strategy



The Access Strategy supports Sustainable Sydney 2030–2050

This Access Strategy will help deliver the strategic directions and transformative project ideas within *Sustainable Sydney 2030–2050: Continuing the Vision*.

Access and transport play a supporting role for most of the Transformative Project Ideas included in *Sustainable Sydney 2030–2050*. This Strategy focuses most closely on four of these ideas, which have the strongest requirement for changes in the transport system to enable road space reallocation, or because they are public transport proposals.

This Access Strategy includes other 'whole of system' transport actions that contribute to delivering Sustainable Sydney 2030–2050. Some of these are specific to locations or particular modes of transport, and some apply across the whole of the City of Sydney. They are all consistent with achieving the suite of 2050 outcomes outlined in the *Community Strategic Plan*.

Targets and measures are discussed in detail in **Section 4**.



Photo: Peter Warrington / City of Sydney

The Access Strategy incorporates NSW Government policy approaches

The Access Strategy is the result of significant collaboration with NSW Government agencies, especially Transport for NSW. This collaboration is essential because Transport for NSW is the decision-maker for many of the proposals in the Access Strategy.

The NSW Government's *Future Transport Strategy 2056* is the starting point for the City's thinking: we focused on what the planning in the Future Transport Strategy 2056 meant for our area and how we could leverage its commitments and long-term plans to achieve improved outcomes for our residents and businesses. The City also embraces the *Movement and Place* approach developed by NSW Government, and the general approach outlined in Transport for NSW's *Road User Space Allocation Policy*.

We used our involvement in NSW Government place-based transport strategies (South East Sydney, Tech Central) to test and then seek their adoption of concepts and actions, consistent with the City's emerging approaches.

Some City proposals have already become NSW Government commitments, such as the Pyrmont Metro Station on Metro West.

Figure 3 maps out relevant NSW Government and City strategies, policies and plans that inform this Strategy.

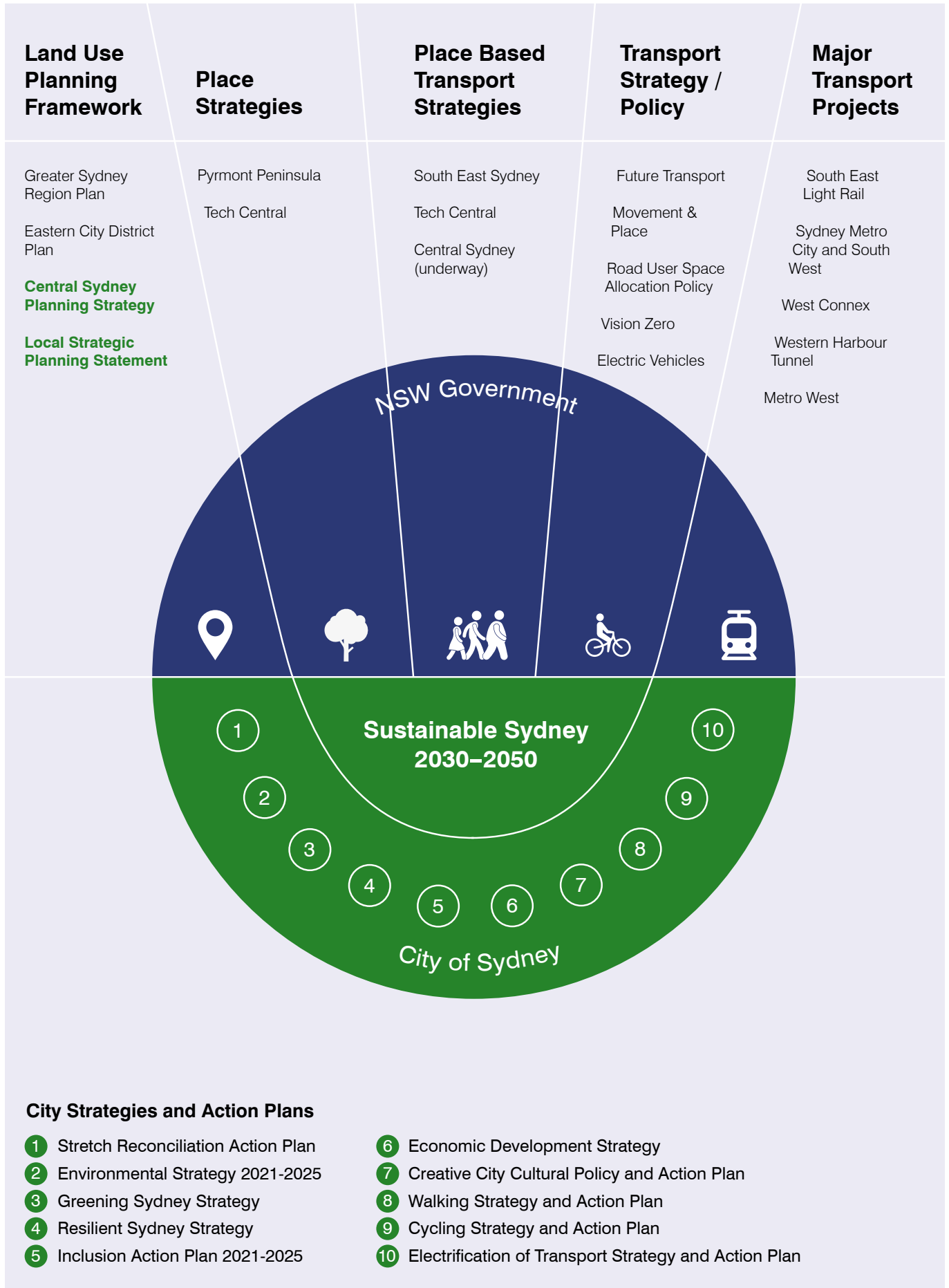
Potential disruptions

The City's Strategy and Action Plan responds to known trends and foreseeable issues. However, changes in technology and policy and unforeseeable events (such as the Covid-19 pandemic) can force the City to respond. Some of the more likely disruptions to the current economic, social or economic environment in which our transport and access system operates are:

- Mobility as a service
- Autonomous vehicles
- Personal mobility devices
- High-speed rail.

Additional details of these and some initial thoughts on how the City might respond are provided in **Appendix A**.

Figure 3. Relationship to City and NSW Government strategies



3. Access Strategy

This section outlines the different components of the City's Access Strategy. Together, these will create a city for walking, cycling and public transport



Photo: Katherine Griffiths / City of Sydney

Strategy **A**

Deliver an integrated transport and land use system providing high levels of access without relying on high levels of *mobility*

Principle

- A1** We will focus on access rather than mobility. Access is the ultimate outcome of transport systems, with people getting to the places they need or want to go to. It is enabled by mobility, which equals movement and relates to the ability, ease and efficiency of moving people, goods and services.

Justification

Cities that prioritise access over mobility are more efficient. Their transport systems provide maximum support for activity within their space constraints.

This Strategy moves away from the idea that all movement and mobility is good, and rather focuses on providing good access. We will provide the right level of access for goods, services and daily needs with the minimum amount of mobility by taking an integrated, multimodal approach to transport planning. That approach will elevate other factors such as place, health, productivity and equity, rather than focusing only on travel time. This is why we have named it the Access Strategy rather than a transport strategy.

Through this strategy, the City will promote and develop the appropriate transport options as the means of enabling access in different parts of the local government area (LGA, 'local area' or 'area'). This strategy outlines the priority transport modes and responses that are required for different parts of our city to meet the complex access requirements of the City of Sydney.

Strategy **B**

Reallocate street space

Principles

- B1** We will work to provide street space for the most economically important and space-efficient users, especially people walking, cycling and on public transport. We will work to reallocate street space to place and to make space for more planting.
- B2** We will give less priority to people in cars, especially people who are driving through key places. We will encourage them to use bypass roads instead.
- B3** We will work with the NSW Government to change the way transport is managed in the city centre and in key villages and other high-activity precincts.

Justification

The City of Sydney must be a city for walking, cycling and public transport, to achieve the environmental, social and economic outcomes central to its international competitiveness.

This Access Strategy supports Sustainable Sydney 2030–2050 by setting our priorities for the City's transport system, to improve access, to provide more space for people (not vehicles), to improve the quality of key places, and to make space for planting trees and other requirements to mitigate the heat impacts of the climate emergency

The City of Sydney's built footprint is essentially fixed. Planned growth will result in more density, but we cannot create more surface space to support that. The City is, therefore, focused on the best use of our limited public space. To achieve this, we apply a transport framework that supports the growth of the city by prioritising the most efficient modes for different transport functions in different streets. The framework acknowledges the importance of access for construction, and for goods and services for business.

This means a shift away from prioritising space for private vehicles, which take up a large proportion of our public street space because they use space very inefficiently, and cause major impacts in terms

of emissions, noise and injuries. It also means that we can create more space for people and places by using our street space more efficiently and more equitably.

No city has been able to build their way out of traffic congestion, and the City of Sydney's approach reflects that of other successful global cities by prioritising walking, cycling and public transport, while maintaining access for business.

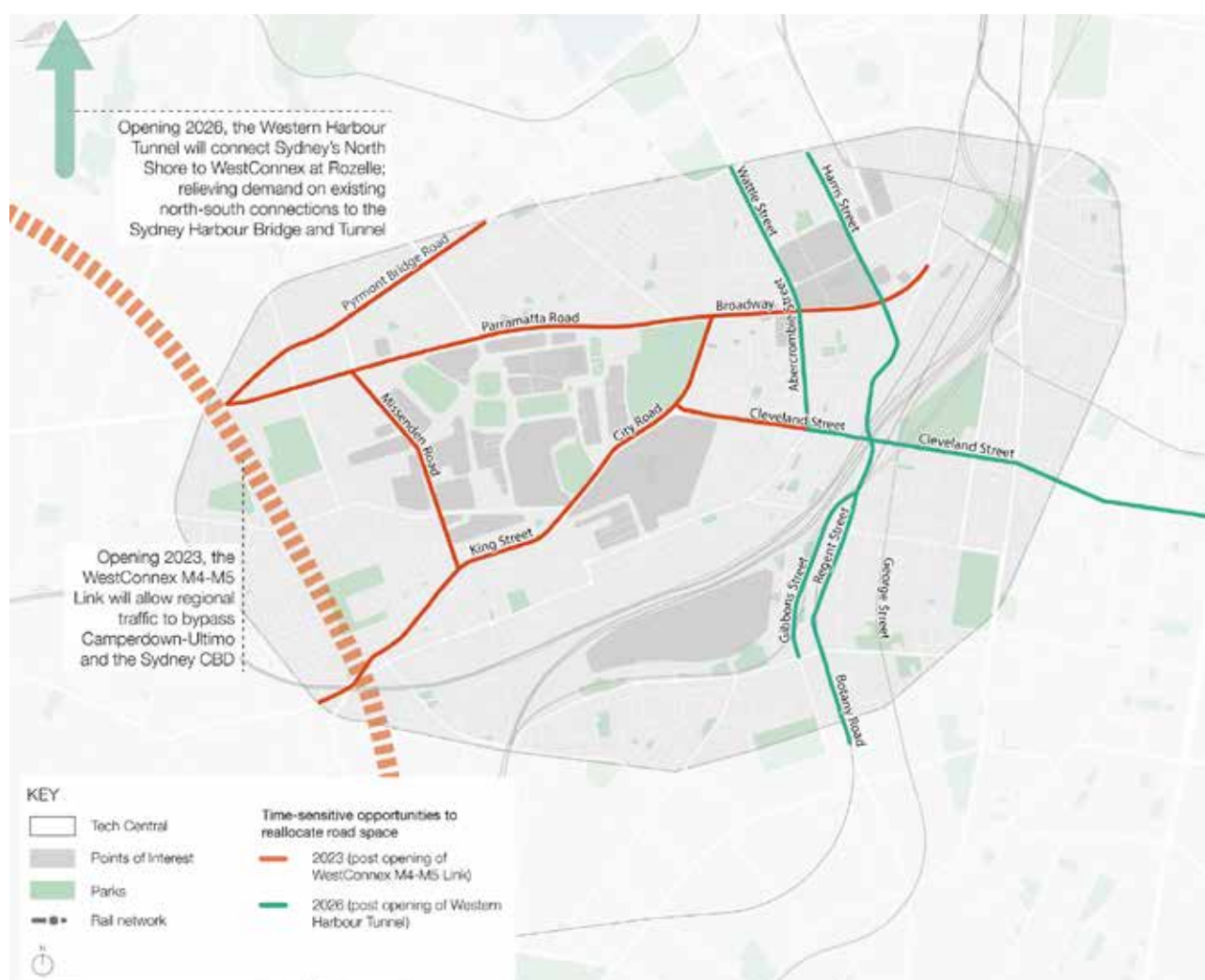
This Access Strategy will build on the NSW Government's policies and commitments to street space reallocation. Major opportunities respond to NSW Government investment in motorways and metro rail. This is a proven approach. The improvements to Crown and Bourke Streets achieved by reallocating road space and diverting through traffic to the Eastern Distributor helped revitalise Surry Hills. In contrast, east-west traffic

continues to run through the city centre rather than through the Cross City Tunnel because surface road capacity was retained for vehicles rather than reallocated to people, place and planting.

The City did not support new motorways such as WestConnex for a range of economic and environmental reasons. They will induce traffic and congestion, and better public transport investment options that serve more people were available. To ensure there are benefits in our area, the NSW Government now needs to work with the City to reallocate street space to give greater priority to better places, and to people walking, riding a bike or catching public transport.

Transport for NSW is now recognising the need for street space reallocation in its strategies. The Transport for NSW's *Tech Central Place-*

Figure 4. NSW Government Tech Central Place-based Transport Strategy (excerpt)



Source: Transport for NSW, *Tech Central Place-Based Transport Strategy* (2021)

based *Transport Strategy* (2021) explicitly links opportunities for changes on streets such as Broadway and Parramatta Road to investment in WestConnex and the Western Harbour Tunnel (see Figure 4).

Applying this same approach to transport network management across inner Sydney can achieve reductions in vehicle traffic in the city centre and innovation areas, and on the major boulevards leading to them.

To complement its strategies, in 2020, the NSW Government released their *Road User Space Allocation Policy*. The City will work with them to implement it. The policy creates a hierarchy of priority for road users:

1. People walking
2. People riding bikes
3. Public transport
4. Freight, deliveries and servicing
5. Point to point such as taxis
6. General/private traffic, including on-street parking for these users.

Where required, the City would work with Transport for NSW on Travel Demand Management approaches that help businesses, residents and visitors to adjust to any changes.

Strategy C

Inform planning of key precincts

Principles

- C1** We will work with Transport for NSW on detailed transport network planning for key precincts, such as around Hunter Street and Pyrmont Metro stations, and in Tech Central.
- C2** We will prioritise access for public transport, for freight and servicing, and for people riding bikes.
- C3** We will determine the access needs for each group using movement and place approaches, and then work to organise the streets to reflect that – identifying locations where road space can better be used for place activities such as wider footpaths.

Justification

This Access Strategy features network-based approaches to managing public transport and private travel. It provides the foundation for more detailed plans at the precinct level, that maximise the road space available for reallocation while ensuring access to all properties.

Taking a precinct approach results in better planning outcomes than focusing purely on a road corridor.

Precincts such as Central, the new Hunter Street Metro Station or the Pyrmont Peninsula are the right scale to develop movement and place solutions that translate to actual changes on city streets.

Strategy D

Improve places

Principles

- D1** We will give priority to place over movement, on most of our streets.
- D2** We will widen footpaths, create plazas, provide seating, plant more trees, install public art and support outdoor dining and a public life.
- D3** We will work to reduce unnecessary private vehicle through traffic in the city centre, on our village main streets and in our neighbourhoods.

Justification

Movement and Place is NSW Government policy and supports a better balance for place rather than movement in many types of locations. That is because there is great economic social value in places, because they are key areas of people's activity – employment, entertainment, schools, hospitals, shopping, visiting and places where people enjoy spending time.

The NSW Government's investment in public transport projects like Sydney Metro and in motorway bypasses gives us the opportunity to change how we manage the surface transport system. We can have a more connected city, with better access and improved places.

Strategy **E**

Respond to the climate emergency and build resilience

Principles

- E1** We will work to reduce emissions by supporting walking, cycling and public transport.
- E2** We will allocate more public street space to allow greening, primarily through new plantings to help people cope with increased heat.
- E3** We will work to speed up the electrification of transport systems, to help us achieve net-zero emissions by 2035. We will work to ensure that NSW Government's commitment to make the transition to a zero-emissions bus fleet by 2030 translates into the early electrification of buses serving the City of Sydney, especially in the city centre.

Justification

Our Access Strategy recognises that transport has a key role in responding to the climate emergency, building resilience and delivering on our commitment of net-zero emissions by 2035.

The long-term impacts of climate change on our city are becoming increasingly clear, with major floods in NSW and Sydney in 2020 to 2022. However, the immediate concern for our area is heat. Most predictions estimate that average temperatures in Sydney will increase by 1.6°C to 3.1°C by 2070, although in some places this could reach 3.7°C due to the urban heat island effect. There will be more days with extreme heat, with temperatures significantly above 35°C.

We need to increase tree canopy cover to mitigate heat impacts. With limited opportunities in parks and on private property, the areas between buildings will need to deliver more canopy cover, as well as rain gardens and space for awnings. Streets that are cooler and greener will be more attractive for walking and cycling. Walking, cycling and public transport all produce lower emissions and use road space more efficiently.

Supplementing the shift to walking, cycling and public transport, the City is finalising its strategy and action plan for the electrification of transport systems (see **Action #14** for more detail). Transport services and fleets affecting the most

people – buses, delivery and service vehicles, taxi and other point-to-point services – are the priority. Bus fleets serving the city centre and key routes to the city centre, such as Oxford Street and Broadway interact with the most people. These should be the priority for electrification as soon as possible, as part of the transition of the whole fleet by 2030.

Strategy **F**

Enable the City to continue to grow

Principles

- F1** We will make more space on our streets to cater for the growth in people coming to and moving around our city.
- F2** We will work to ensure the right public transport connections are in place, to connect suburbs and villages to each other. The alternative is gridlocked traffic as it has been in the past.
- F3** We will maximise walking and cycling, because they are the most space-efficient forms of movement, and suitable for many trips within the city.
- F4** We will ensure we maintain access for demolition and construction to support the development outlined in the Central Sydney Planning Strategy.
- F5** We will support businesses maintaining access for goods and services.

Justification

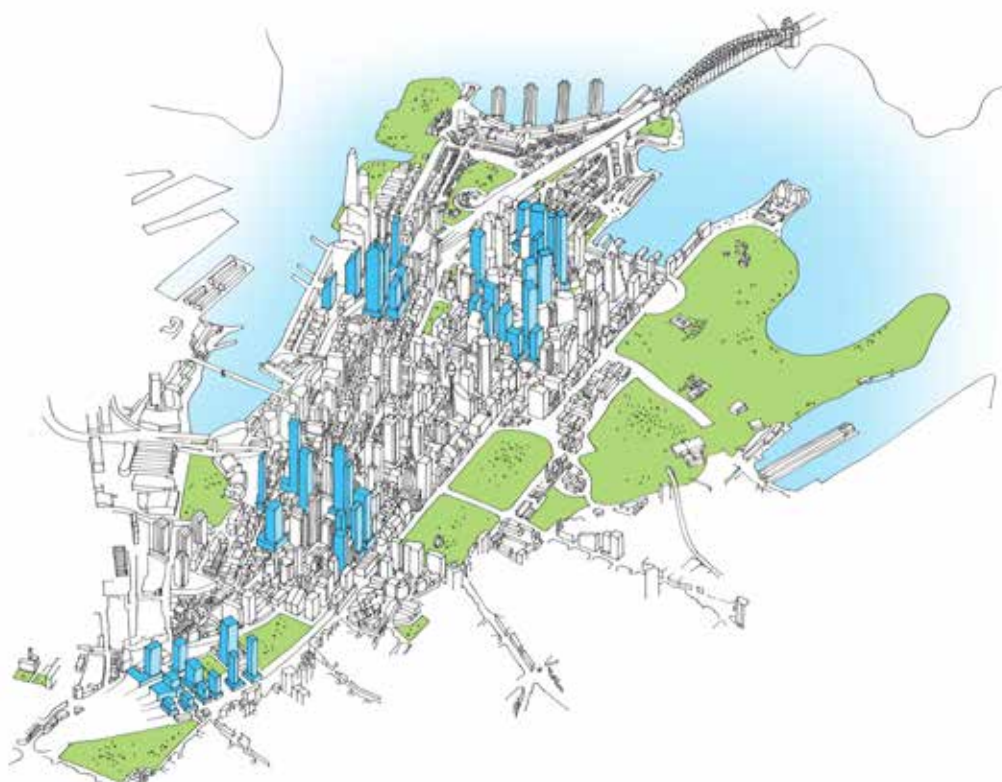
By estimates for 2050, it is suggested there could be up to 2 million people in the City on an average weekday. The vast majority of these will be workers and visitors for recreation, tourism, health and education.

The City's planning framework, the *CityPlan 2036* (Local Strategic Planning Statement) outlines the foreseen growth in dwellings and jobs (see Figure 5 and Figure 6).

The Central Sydney Planning Strategy is a 20-year growth strategy that revises previous planning controls and meets our goals for a green, global and connected city.

Planning for development in Central Sydney means planning for Sydney's ongoing competitiveness, appeal and resilience. The area plays a critical role in the continued growth and economic success

of wider Sydney and the national economy. The Strategy plans for more than 100,000 additional jobs by 2036. A key enabler is new employment in four tower clusters.



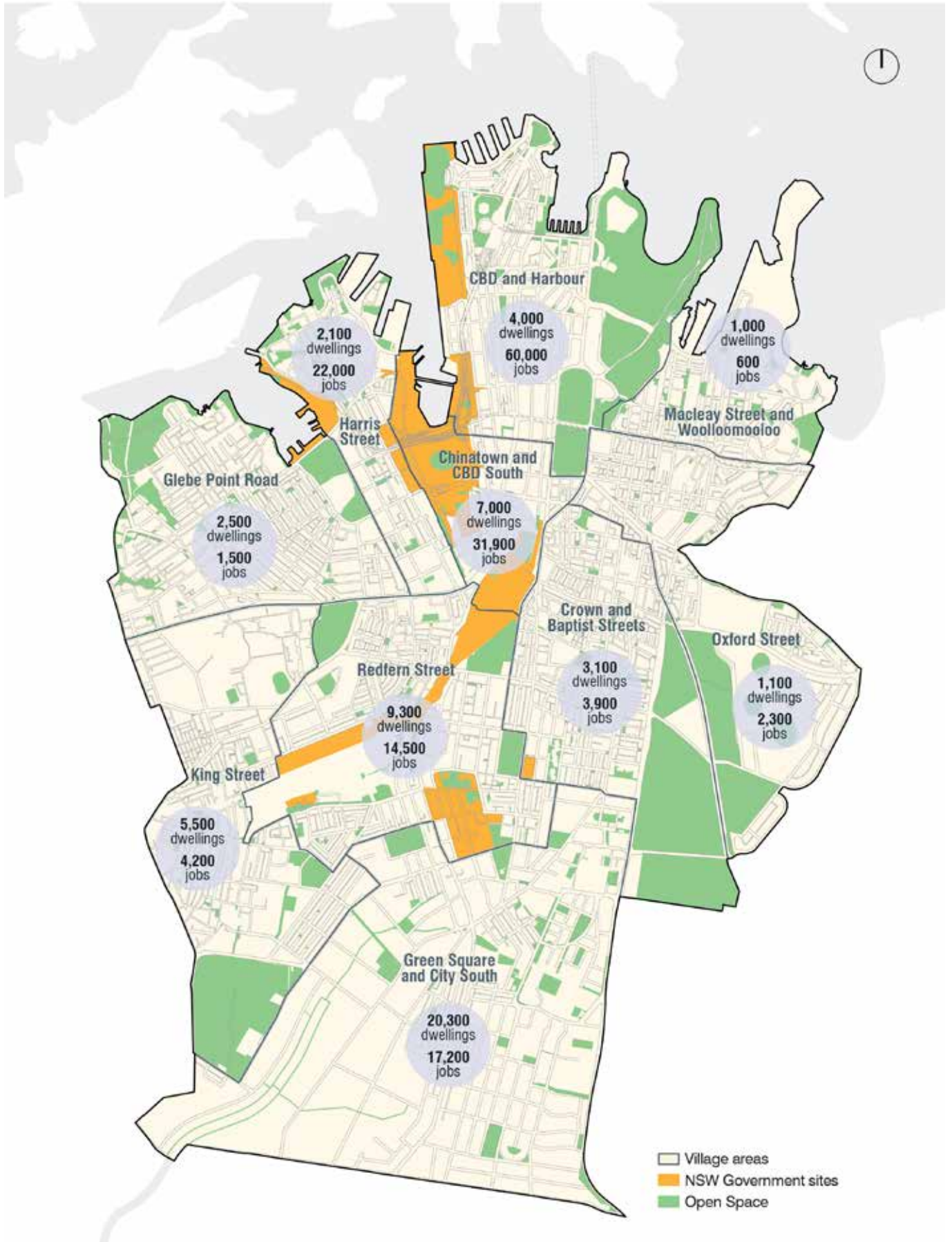
Central Sydney tower clusters
Source: Central Sydney Planning Strategy

Figure 5. Housing and job projections – over time

Housing	Total 2016	2016-2021 (0-5 year) target	2022-2026 (5-10 year) target	2027-2036 (11-20 year) contribution	Total 2036
Target private dwellings*	105,860	+18,300	+14,000	+17,700	155,860
Private market	95,309	+15,092	+10,792	+11,285	132,480
Affordable**	835	+2,714	+2,714	+5,423	11,690
Social**	9,716	+494	+494	+987	11,690
Non-private dwellings**	11,569	+2,575	+3,033	+392	17,569
Total dwellings	117,429	+20,875	+17,033	+18,092	173,429
Jobs	Total 2017	Growth to 2036		Total 2036	
Total jobs	501,786	+200,000		701,786	

Source: City of Sydney (2019). *CityPlan 2036*.

Figure 6. Housing and job projections – by area, 2016–2036



Source: City of Sydney (2019). *City Plan 2036*.

Strategy **G**

Assist pandemic recovery

Principles

- G1** We will provide more space for walking and resting, supporting social distancing in centres and on village high streets, mainly through wider footpaths. This encourages people to spend more time in places such as the city centre and supports economic activity.
- G2** We will accelerate the rollout of the cycling network. The pop-up cycleways implemented by the City and the NSW Government during the pandemic were important supplements to public transport, as well as providing better connections to local centres. We will leverage the experience in collaborating with NSW Government agencies to build cycleways faster.
- G3** We will reallocate kerbside lanes to outdoor dining in appropriate locations with the support of businesses. We will manage the growth in freight, servicing and deliveries, especially in residential areas. This increased significantly during the pandemic due to online shopping and takeaway food deliveries. We added additional loading and short-stay parking in areas with new pop-up cycleways.
- G4** We will work with the NSW Government to encourage people to leave cars at home and use public transport. We will focus on journeys to work and education, and recreational trips where walking, cycling or public transport are appropriate options. This will reduce unnecessary car use and is crucial because driving in the City of Sydney has increased since the pandemic.

Justification

The Covid-19 pandemic showed the value of space, which allows safe activity with social distancing. The changes that supported us during the pandemic can underpin the pandemic recovery. Outdoor dining is perfect for our mostly temperate climate; this can be supported in precincts for customers and deliveries/service vehicles with more efficient

management of the remaining kerbside lanes. Improvements in the public domain also give people another reason to visit the city, for work or for recreation. A vibrant city needs is an experience, not just a series of buildings and streets. This is also critical for the City's economic recovery

Many people took up cycling for the first time during the pandemic, and we have the opportunity to build on this uptake of riding with more safe and separated cycleways. While overall activity reduced, vehicle traffic increased. We must reverse that trend, rebuilding the public transport use that is the bedrock of a well-connected and efficient city.

Strategy **H**

Strengthen inclusion

Principles

- H1** We will ensure the public domain is physically accessible for everyone.
- H2** We will improve walking and cycling networks to support people using mobility devices.
- H3** We will advocate for accessible public transport that supports all trips rather than focusing on commuter trips.
- H4** We will keep supporting well-managed car sharing so people do not need to own a car.
- H5** We will ensure there is parking for people with lower mobility near community and health facilities and that it will often be time-limited so more people can use it.
- H6** We will continue to provide some opportunities for pick up and drop off, so those who need to can drop off people with limited mobility then park vehicles elsewhere.

Justification

Inclusion reduces disadvantage, isolation and discrimination. Our Strategy builds on the City's *Inclusion (Disability) Action Plan*, which was developed with an Advisory Committee.

These measures make sure everyone is welcome in our city, and everyone can move around. When we make our transport system accessible for anyone, it generally results in easier access for everyone.



Photo: Chris Southwood / City of Sydney

These measures also provide lower-cost access solutions, which take pressure off household budgets, helping our families manage the pressures of cost of living and growing unaffordability, especially of housing.

More than 35 per cent of households in the City of Sydney report not owning a car.² This compares with an average figure of 10 per cent for Greater Sydney. Whether this is due to more convenient transport options, lack of parking, medical, economic or other circumstances, the City aims to ensure that people will be able to access their daily needs and opportunities without requiring a private vehicle.

² <https://profile.id.com.au/sydney/car-ownership?WebID=10&BMID=10>

³ This excludes the motorway and distributor network.

Strategy I

Save lives and reduce injuries

Principles

- I1** We support a vision of zero fatal and serious injuries suffered on the streets no later than 2050, 'Vision Zero'.
- I2** We will work with the NSW Government to bring vehicle speeds down on more streets.
- I3** We will install more pedestrian crossings and secure reduced waiting times at signals for people walking.
- I4** We will install more separated cycleways to reduce the risk of drivers injuring or killing people cycling.

Justification

The faster we can realise 'Vision Zero', the lower the total number of people that will be killed or seriously injured between now and 2050.

Each year, there are more than 500 people injured or killed in road crashes in the City of Sydney. In 2017, the total number was 872. The average number of annual fatalities from road crashes over the last 5 reported years was 5.8. The average of serious injuries for the same period was 160 with people walking and cycling over-represented.

Motor vehicles are the cause of most road trauma. Reducing the speeds of motor vehicles reduces the incidence and severity of crashes. There is no need or justification for vehicle speeds greater than 40 km per hour on streets in the City of Sydney³. Ideally, speeds should be even lower, in line with speeds experienced in other global cities.

Pedestrian crossings are vital for safe and connected walking networks. Reducing waiting times for people walking makes it less likely people will risk crossing at unsafe times.

Separated cycleways improve rider safety and improve the overall efficiency of streets.

Many of the measures that we are pursuing for reasons of road safety (such as lower speed limits or pedestrian crossings) also make places better, attract high-quality growth and support access across the city.

Strategy **J**

Shape the city around a networked public transport system

Principles

- J1** We will advocate for better public transport, with a priority for Metro West to extend to Zetland by 2030.
- J2** We will advocate for better public transport for Green Square, and better cross-regional transit connections.
- J3** We will advocate to the NSW Government to look for opportunities to expand light rail, based on its proven popularity. Connections to Green Square, and along Broadway and Oxford Street, are the priorities.
- J4** We will ensure residents and businesses in our area get their fair share of new services when capacity on Sydney Trains becomes available.
- J5** We will work with Transport for NSW to improve the capacity and reliability of light rail and buses.
- J6** We will support public transport route and network design that maximises sensible options for transfer, while maintaining important local connections.

Justification

Public transport underpins Sydney's global competitiveness because it provides access for workers, businesses, students and visitors to come to the City of Sydney or move around it. It is the only way of improving access to, from and within the growing City.

Buses are an important and sometimes undervalued part of the City's public transport system. The reliability of bus services needs to take precedence over the convenience of drivers of private vehicles.

The inner city needs continued investment in new metro lines and greater public transport capacity, especially for areas such as Green Square. Before the Covid-19 pandemic, nearly half the trains to the city centre exceeded capacity during the

morning peak. Many bus routes had unreliable and crowded services, and travel times were often not competitive with car travel.

The quality of public transport provision is relatively poor for trips to parts of the City of Sydney other than the city centre. For example, Green Square is a rapidly growing residential and employment centre and needs better connections to places such as University of Sydney and University of New South Wales. Making public transport work better for people making these trips is the only way of improving access without worsening traffic congestion.

The NSW Government could expand light rail to build on the popularity of the Inner West and South East lines. The City has been advocating for light rail to Green Square for more than a decade, and has reserved the Eastern Transit Corridor to enable it (**Action 7**). Light rail can also be part of the revitalisation of Broadway (**Action 1**) and Oxford Street (**Action 3**).

Improving the quality and reach of public transport services will rely on high-quality transfers between services. Better cross-city connections with transfer hubs are a feature of most comparable cities. Inner Sydney could have fewer bus services running parallel to rail lines, and create more bus services connecting across rail lines – with transfers made almost seamless. Transfers should be encouraged where they make sense to system users, facilities should be easy to navigate, and waiting times minimised. Transfers should not incur additional costs for commuters. Local bus connections for groups, such as the elderly, should always be maintained.

Inner Sydney has a number of well-located interchange hubs. Sydney Metro is creating potential additional transfer hubs – Victoria Cross, Waterloo and Sydenham Stations in 2024; and Five Dock and Burwood North in 2030.

The NSW Government's Zero Emissions Bus commitment will also improve environmental performance on all bus corridors,

4. Targets and measures

Role of targets and measures

The targets and measures used in the Access Strategy have two main roles:

- To drive progress towards the vision and outcomes – the targets reflect the change the City aims to achieve
- To report progress, so that the community understands how well the City is implementing the strategy.

Transport targets from Sustainable Sydney 2030–2050: Continuing the Vision

Transport targets arising from Sustainable Sydney 2030–2050 are:

- By 2035, the local government area will achieve net-zero emissions
- By 2050, people will use public transport, walk or cycle to travel to and from work
 - 9 out of 10 people working in the city centre
 - 2 out of 3 people working in the rest of the Local Government Area
- By 2030, every resident will be around a 10-minute walk to what they need for daily life.

Transport-related measures from the Community Strategic Plan – Delivering Sustainable Sydney 2030-50

The Community Strategic Plan includes measures that the City will report progress against, including:

- Increase in new public domain space calculated per square metre on an annual basis, from acquisition, dedications and road space conversions
- Increase in length of separated cycleways throughout the Local Government Area calculated per metre on an annual basis
- Increase in walking in Local Government Area
- Increase in cycling in Local Government Area
- Kerb space in city centre allocated to deliveries, servicing and mobility parking.

5. Action Plan

The City's Action Plan is the key to implementing the Access Strategy in the short term.

The Action Plan comprises 17 projects, initiatives and programs to translate the Access Strategy into a set of actions to ensure that the City:

- makes immediate progress on creating a city for walking, cycling and public transport
- responds to the needs of the City's different areas and geographies
- capitalises on the issues where it has direct control and strengthens its advocacy and influence where it doesn't
- maximises delivery and value for money, recognising the City's limited funds
- looks for opportunities for additional funding for access and transport.

The actions are designed to implement Sustainable Sydney 2030–2050 by creating a city for walking, cycling and public transport. Actions are mapped against Sustainable Sydney 2030–2050 Outcomes and Transformative Project Ideas (see Figure 7). Some actions relate directly to Outcomes or Transformative Project Ideas, and some will have a more incidental (but beneficial) impact.

Over time, the City will update the Action Plan, as we implement priorities and as new opportunities or priorities emerge.

To provide the necessary context and information, each action has been described as follows:

- Description: a description of the action
- Background: the context, issues and opportunities that this action addresses
- Key enablers and next steps: the key enablers of the action and the next steps.

Figure 7. Summary of actions mapped against Outcomes and Transformative Project Ideas in Sustainable Sydney 2030-50

Access Strategy Actions	Outcomes		
	Public Spaces	Public Transport	Walking
1. Broadway - A Green Axis			
2. Park Street - Green Gateway			
3. Oxford and Flinders Streets - Green Gateways			
4. City Centre Place Improvement			
5. Planning Metro Precincts			
6. Metro West Extension			
7. Connecting Green Square			
8. A City for Walking			
9. A City for Cycling			
10. Moving Deliveries from the Kerbside			
11. More control for local government over local streets			
12. Funding Public Domain from Parking Space Levy			
13. Reducing Impacts of Buses in the City Centre			
14. Electrification of City Transport			
15. Reducing Vehicle Speeds			
16. Supporting Car Sharing			
17. Pricing to Achieve Equitable Outcomes			



Public Spaces

Street space is reallocated for people, places and planting



Public Transport

Most people use the high-capacity, rapid and frequent public transport network that connects the city and the metropolitan area



Walking

More people walk more, because walking is the most attractive and convenient choice for short trips in the local area

Alignment with Sustainable Sydney 2030–2050

Outcomes		Transformative projects			
Cycling	Freight	The Green City	City Space Improvement Program	Metro as Catalyst	Connecting Green Square
				M	
				M	
				M	

Cycling

More people ride more, because it is an attractive, convenient and safe option for everyday transport.

Freight

Freight, servicing and parking will be managed to support the efficient functioning of the city while improving the amenity of city spaces

Figure 8. Location of key actions

The relationship of actions to the City's key locations, including major growth areas, is summarised below.



Figure 9. Broadway artist's impression



Source: City of Sydney internal investigations

Action #1: Broadway – A green axis for Tech Central, a city centre gateway

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It would widen footpaths, introduce large trees and provide a bidirectional cycleway to enable the development of Tech Central, the future focal point of Sydney's innovation and technology community, made up of six neighbourhoods close to the centre of Sydney.

The transformation could be staged and would initially extend between Pitt Street at Central Station and Derwent Street, Glebe. It would retain sufficient capacity for vehicles to access the area around it.

The City's long-term vision for Broadway includes light rail. Footpath widening, cycleway and zero emissions buses should be implemented along Broadway now.

The City will need to work closely with NSW Government agencies who need to approve any changes to the current configuration of Broadway, and support with funding. The City envisages a staged approach, with the first move reallocating the street space enabled by the opening of WestConnex. The initial works can be delivered 'tactically' if necessary. This would allow the street reconfiguration to be installed rapidly in temporary materials while the NSW Government works with City of Sydney to go through the necessary design, approval and funding processes to construct the permanent infrastructure.

Background

The Tech Central Opportunity

The NSW Government's vision for Tech Central promises to be one of the biggest innovation hubs in Australia. The green access spine can tie together Central Station precinct, UTS, Sydney University and University of Notre Dame. This will help to unlock the value of Tech Central: community, economy and property value.

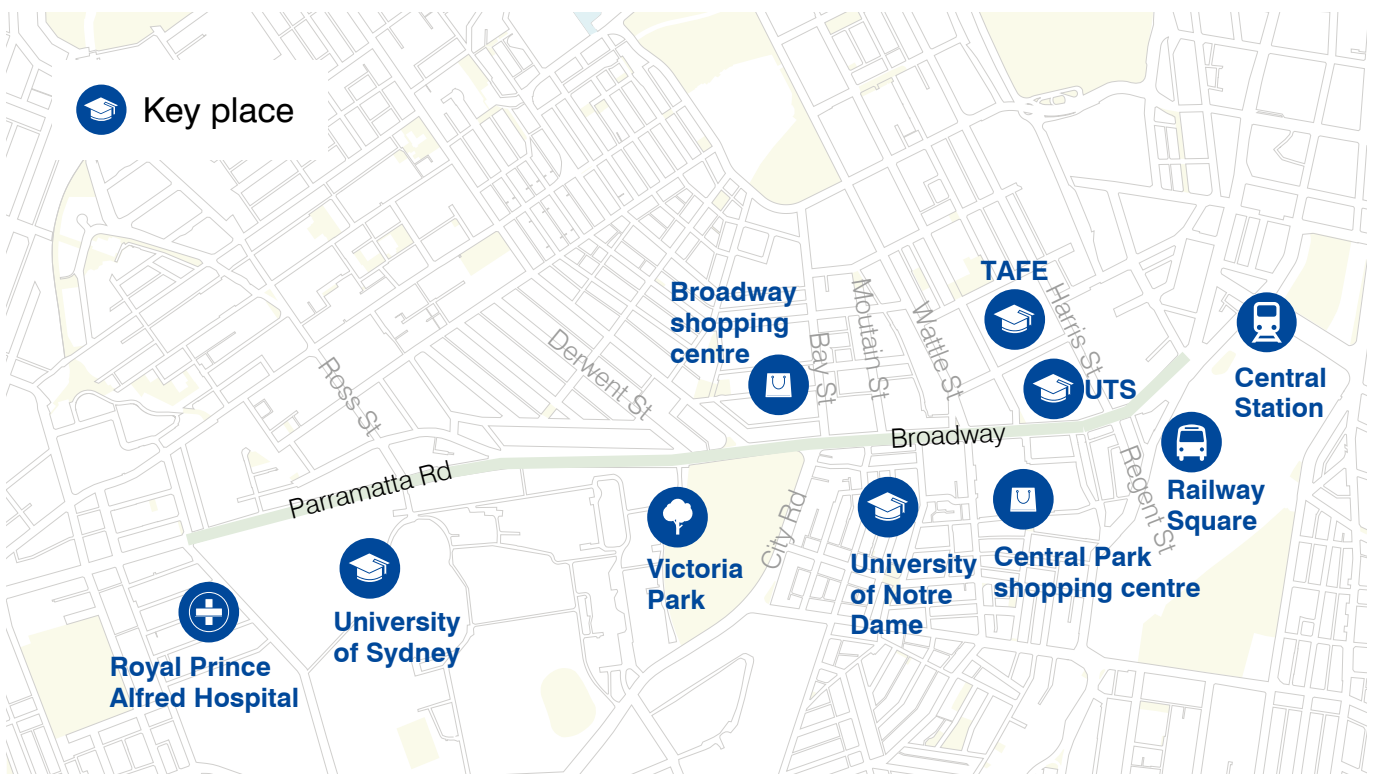
Research into the needs of innovation areas indicates that world class innovation precincts need to be high quality places to attract global business and talent.

Broadway is the most identifiable of Tech Central's three axes. The improvement of Broadway will be necessary to ensure Tech Central is a world class innovation area. Improving the quality of the place along Broadway will be critical to creating the conditions to optimise investment and outcomes for Tech Central: access and public domain.



Photo: Tyrone Branigan / City of Sydney

Figure 10. Broadway Green Avenue – Economic drivers



Source: City of Sydney internal investigations

Reducing impacts of low-value through traffic

The Greater Sydney Commission's *Place Strategy* highlighted that through traffic and road design has created poor pedestrian amenity. It called for transport solutions tailored to the place, connecting the many innovation industry landholders along it, such as the University of Sydney, University of Technology Sydney, the University of Notre Dame and Royal Prince Alfred Hospital.

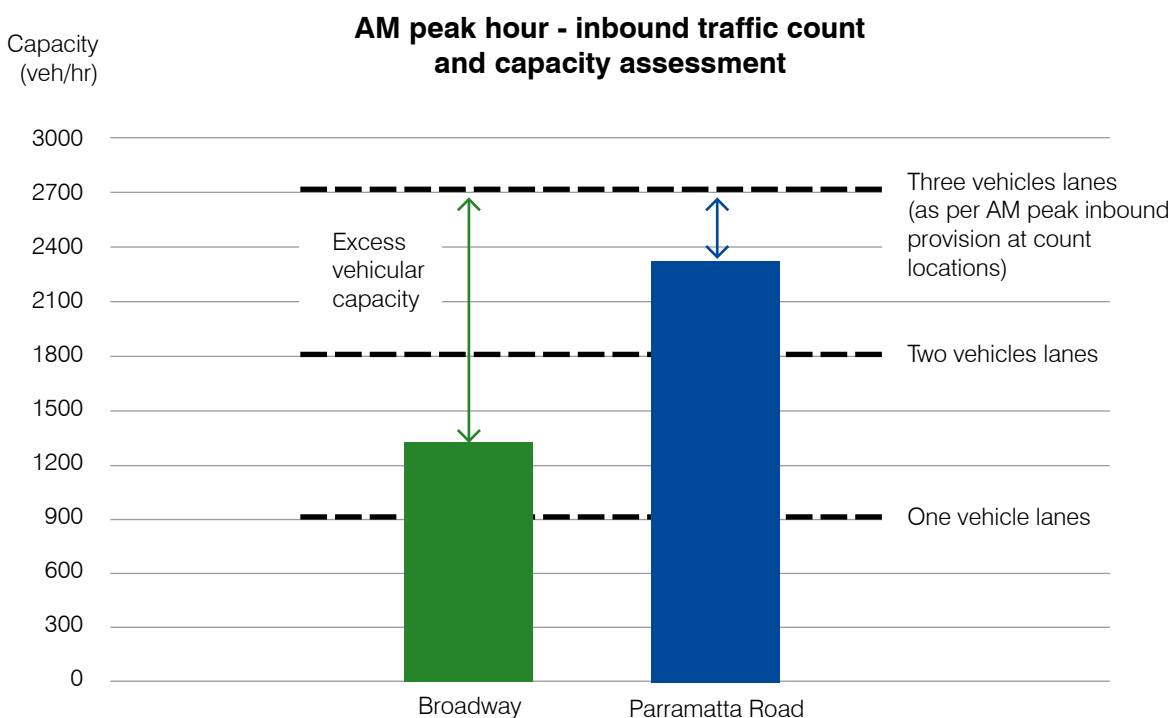
The NSW Government's *Tech Central Place-based Transport Strategy (2021)* highlighted the opportunities for reallocating street space on Broadway as early as 2023, in response to WestConnex. That Transport Strategy calls for more space for public transport (such as light rail), more space for people walking and for trees, and a separated cycleway.

Investigation shows that even before WestConnex Stage 3 opened, there was excess vehicle capacity along the length of Broadway, which is up to nine lanes wide (see Figure 11). Despite this, bus travel times are unreliable and footpaths are too narrow for activity levels because too much space is allocated to private vehicles, most of it through traffic. Broadway is also hard to cross with some

large gaps between crossings, and signal phasing primarily aimed at allowing vehicle movement along Broadway. There is no safe cycleway despite the key role Broadway plays in connecting the city centre with major facilities and the inner west.

It is 20 years since the concept emerged of light rail along Broadway and Parramatta Road to reclaim the street space from any underground motorway. The corridor is one of the short list of priorities in the NSW Government's Sydney's Light Rail Future plan.

Figure 11. Excess vehicle capacity on Broadway



Source: City of Sydney internal investigations

Key enablers and next steps

Street space needs to be reallocated as soon as possible, now that WestConnex is open. The challenge is to avoid 'induced traffic' filling the street space freed up by the motorway tunnel. The City is working to achieve this commitment from the NSW Government, and to identify funding for necessary capital works (including initial tactical works).

A light rail system along the inner sections of Parramatta Road and Broadway should focus on reliability and connecting places within Tech Central to each other. There is no need to provide end-to-end very high speeds. Any system should be similar to the South East light rail, which operates smoothly and at lower speeds in the city centre, to provide connections while supporting the place.

The South East light rail operator has expressed its readiness to design, build, finance and construct a light rail along Parramatta Road/Broadway. Its contract with the NSW Government contains a mechanism to enable light rail expansion, which would still require NSW Government support and approval.

The City will continue to work with Transport for NSW to modify the operation of the transport network around Broadway. The City's view is that the opening of Sydenham Metro Station in 2024 can reduce the number of inner west buses that travel to and from the city centre. When Metro West opens in 2030, Burwood North and Five Dock Stations can reduce longer distance bus travel along the Parramatta Road corridor. Introduction of light rail would allow for bus network redesign that creates better connections for the community, while improving the places along the route.

Buses from Kingsgrove, Burwood and Leichhardt Depots operate along Broadway. These depots need to be upgraded as soon as possible, so they can accommodate a zero-emissions fleet to serve Broadway and other high-value places until light rail commences.

Universities and other major destinations such as Royal Prince Alfred Hospital or shopping centres can support the Green Avenue vision through public domain works. They should also ensure their campuses support connectivity for people walking and riding bikes through them, as well as to get to them as a destination.

Action #2: Park Street – A green gateway for the city centre, reconnecting Hyde Park

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project would establish Park Street, a key east–west axis, as a traffic-calmed avenue, freeing up street space for wider footpaths and tree planting. Access to Park Street will be limited to local traffic including service vehicles, buses and cyclists. Through traffic would be encouraged to use other bypass routes such as the Cross City Tunnel where appropriate.

The 'Green Avenue' project idea unites the northern and southern halves of Hyde Park, connecting and improving this iconic city centre open space for residents, workers and visitors. The project could be staged. It could start as a bus, cycle and pedestrian boulevard between College and Pitt Streets. This is needed by 2024 to provide the additional space for people using Gadigal Metro Station.

Street space reallocation can be delivered tactically if required. This would allow the street reconfiguration to be installed rapidly in temporary materials while the NSW Government worked with City of Sydney to go through the necessary design, approval and funding processes to construct the permanent infrastructure.

Extension of this project further west to Clarence Street needs further investigation to ensure access is retained for all precincts.

Background

The NSW Government is delivering the Sydney Metro City & Southwest project by 2024. Gadigal Metro Station will generate large numbers of trips to and from the city centre. There will also be a major interchange between the Sydney Metro and Sydney Trains at Town Hall Station and light rail on George Street.



Park Street Concept

Source: Sustainable Sydney 2030-50. Concept by Bates Smart & Matthew Pullinger

Park Street already contains significant space to support bus priority. However, through traffic uses Park and Drutt Streets to drive through the heart of the city centre to access the Western Distributor and Anzac Bridge. These vehicles are not accessing places and businesses, and impact rather than support the city centre economy.

Fewer motor vehicles in the city centre will provide a safer environment for people, particularly people walking and cycling, and will reduce noise and air pollution in places where people spend time throughout the day. The project provides more space for trees and plantings to mitigate heat in an area that serves many people.

Key enablers and next steps

The key imperative is to reallocate more street space around Gadigal Metro Station by 2024. The Cross City Tunnel already provides a fast and direct bypass under this area for many trips. Encouraging through traffic to use alternative routes or modes allows greater flexibility in the way we design and use city centre streets.

The City will continue to work with Transport for NSW to modify the operation of the transport network around Park Street. This will be a critical enabler of this action and the City will advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the area where appropriate
- Encouraging bus passengers to make interchanges at Edgecliff to the Eastern Suburbs Railway, which provides rapid, frequent rail services, with ample spare capacity
- Prioritising electrification of buses running along Park Street that operate from several depots, including Bondi Junction, which should be a priority for upgrading to service electric buses
- Modifying signal phasing to reduce delays to people crossing the road and prioritising movement of people walking more generally
- Reducing the speed limit to 30km/h to improve safety and align with the limit on Drutt Street.



Oxford Street Concept

Source: Sustainable Sydney 2030-50. Concept by JMD Design

Action #3: Oxford and Flinders Streets – A green gateway supporting culture

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project would establish a ‘Green Avenue’ along Oxford Street between the city centre and Centennial Park, and Flinders Street by reclaiming street space for trees, people and economic activity. The project aims to calm road traffic and create more space for entertainment, dining and other activities, as well as space for more trees to reduce the impacts of heat.

The initial element is a cycleway on the northern side of Oxford Street between the city centre and Flinders Street. The NSW Government supports this cycleway and is contributing funding. The cycleway design supports bus operations and maintains vehicle access for buildings, especially

for loading and servicing. The cycleway will connect to the existing Liverpool Street and College Street cycleway at the western end. The NSW Government will build a cycleway on Oxford Street east, between Flinders Street and Centennial Park. The City is working with the NSW Government to develop a cycleway on Flinders Street.

Over time, the City will look to increase space for people walking and spending time on Oxford Street. This will primarily be on the southern side of Oxford Street, between the city centre and Flinders Street. The City’s initial investigations indicate footpaths can eventually be widened, providing space for people and plantings.

The City supports the potential introduction of light rail along Oxford Street to Bondi Junction. Light rail is the best mode to connect people to the places along Oxford Street, while contributing to higher quality places.

Background

This action supports the economy by creating a great place in which the arts and culture economy can operate. The City has developed planning proposals for Oxford Street to strengthen its role in the culture and entertainment industries. The proposals facilitate the provision of floor space for cultural and creative purposes in the Oxford Street cultural and creative precinct to:

- encourage the cultural and creative, entertainment, education, commercial and tourism sectors and associated industries in the precinct
- support the existing cluster of creative uses in the area, anchored by the educational facilities in the area consistent with District Plan actions for the Harbour CBD
- enhance the local area's cultural and night-time offering including supporting Oxford Street's role in the Eastern Creative Precinct and Harbour CBD
- prevent the loss of arts, cultural and creative floor space in the precinct.

Oxford Street must improve to support Sydney's economic and cultural recovery from the Covid-19 pandemic. There is too much street space allocated to private vehicles – Oxford Street is up to seven lanes wide. Because it is currently a major bus corridor, traffic management prioritises east-west movement, including by private vehicles, including trips more suited to the purpose-built Cross City Tunnel. Crossing opportunities for people walking are infrequent and wait times can be too high. Introducing light rail can help address this problem, as services are more reliable and predictable.

There is not enough space for people walking or riding bikes, and the street environment is not conducive to cultural activity. There are not enough plantings to cool off the area and encourage people to walk or ride, or to spend time on the street.

Oxford Street is already a well-used cycle route between the city centre and the eastern and south eastern areas of inner Sydney, and it is well-placed to attract more people to ride between Bondi Junction and the city centre. A separated cycleway here would fill major gaps in the regional cycleway, connecting to existing routes such as Bourke Street (Woolloomooloo to Mascot). The design of the cycleway will ensure safe cycling but should also allow the Mardi Gras Parade to operate along Oxford Street.

Key enablers and next steps

The City will commence construction of the Oxford Street (west) cycleway project in late 2023. The City will continue to work with Transport for NSW to modify the operation of the transport network that surrounds Oxford Street. This will be a critical enabler of this action and the City will advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the area where appropriate
- Encouraging bus passengers to interchange at Bondi Junction to the Eastern Suburbs Railway, which provides rapid, frequent rail services, with ample spare capacity, and to a new light rail system to access locations along Oxford Street
- Prioritising electrification of buses running along Oxford Street, until light rail commences. To enable this, Bondi Junction and Randwick Depots are priorities for immediate upgrade
- Modifying signal phasing to reduce delays to people crossing the road and prioritising movement of people walking more generally.



Pitt Street Concept

Source: Sustainable Sydney 2030-50. Concept by HASSALL

Action #4: City centre place improvements – from vehicles to people

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. The project comprises a program of street modification to reallocate space from vehicles to public places, plantings and to people to walk, linger and enjoy places. The program will include:

- Footpath widening – localised in places of high activity such as busy intersections and crossing points
- Footpath widening – along whole blocks or streets to encourage more street activation and economic activity
- Adding street trees, planted verges or water-sensitive urban design in roadways, with or without footpath widening.



Pitt Street current

Source: Sustainable Sydney 2030-50

The program will comprise a prioritised, staged and budgeted set of interventions to be gradually rolled out through a process of community and stakeholder engagement. The City will update Public Domain Plans, to ensure that new development in the city centre contributes to the creation of more and better spaces. The City has the following public domain plans:

- City North Public Domain Plan
- Chinatown Public Domain Plan
- Haymarket Public Domain Plan
- City South Public Domain Plan
- Town Hall Precinct Public Domain Plan
- Harbour Village North Public Domain Plan

Background

We need to accommodate the city centre's projected future growth, with an additional 100,000 jobs by 2036 (as outlined in the Central Sydney Planning Strategy).

Future Sydney Metro stations will create new 'hotspots' of activity by people for most of the day. In 2024, Barangaroo, Martin Place, Gadigal Metro Station and Central Stations will open and Metro West Hunter Street Station will open in 2030.

To accommodate growth as well as improve the quality and economic competitiveness of the city centre, we need to prioritise access to, from and within the city centre by public transport, walking and cycling. We need to prioritise street space to the majority of users – people walking – while maintaining vehicle access for public transport, service, delivery and point-to-point vehicles.

Walking is the dominant mode of travel within the city centre, making up 92 per cent of trips. Delays at traffic signals to people walking are significant.

Many city centre streets have excessive numbers of traffic lanes. Much of the kerb is allocated to traffic storage, loading and servicing, and transport operations including bus stops, layovers and taxi zones. The significant reallocation of this space can provide more space for public domain, wider footpaths, trees, outdoor dining and cycleways where appropriate.

In the 10 years preceding light rail on George Street, all growth in travel to and from the city centre was by public transport, bike and walking (car trips stayed static). In the years following the closure of George Street to construct the light rail, vehicle trips further reduced by almost 20 per cent.

We will maintain access for construction, and for businesses to access goods and services. People will still be able to drive to and from the city centre, but their needs will be prioritised below other road users. Generally, streets will remain open to traffic but will have wider footpaths and fewer traffic lanes. Some streets will have separated cycleways.

Key enablers and next steps

The City will continue to work with Transport for NSW to modify the operation of the city centre transport system to enable the reallocation of street space from vehicles to people, places and plantings. This will be a critical enabler of this action. The City will advocate for:

- Prioritising the Cross City Tunnel and Eastern Distributor as routes for through traffic to bypass the city centre where appropriate
- Ensuring that WestConnex and the Western Harbour Tunnel result in fewer vehicles driving in the city centre
- Leveraging Sydney Metro, with interchanges available at new locations such as Waterloo and Sydenham, Five Dock, and Burwood North – potentially allowing the reduction of the number of buses serving the city centre
- Reducing bus layover through more through-routing and better levels of bus priority on corridors leading to the city centre (**Action #13**)
- Reducing vehicle speeds
- Advocating for reforms to Traffic Committee processes to prioritise this program
- Working with stakeholders and businesses to better understand the nexus between better spaces and economic performance
- Accelerating the transition of key vehicle fleets to electric.

Action #5: Plan Sydney Metro precincts to improve the public domain and increase space for people

Description

This action overlaps with **Action #4**. It comprises precinct planning focused on committed future Sydney Metro stations in the city centre and Pyrmont. The aim of this planning is to provide more space for Sydney Metro customers by reallocating street space from vehicles. It will result in modifications to streets including:

- Footpath widening – localised in places of high activity such as busy intersections and crossing points
- Footpath widening – along whole blocks or streets to encourage more street activation and economic activity
- Adding street trees and appropriate street furniture.

Around Metro West Hunter Street, a key initiative to contribute to this transformation that is overdue is the further permanent pedestrianisation of George Street, from Hunter Street to Circular Quay. This would complete Jan Gehl's concept of a pedestrian spine linking three squares.

Potential initiatives include:

- Additional pedestrian crossings
- Pedestrianising Loftus and Spring Streets in the city centre
- Reducing traffic lanes on sections of Pyrmont Bridge Road in Pyrmont
- Removing unnecessary bus layover
- Closing a section of Hunter Street for construction, then making closure permanent.

Public domain works agreed in the development process will contribute to this plan. The City will ensure access is maintained for construction.

Background

To accommodate growth as well as improve the quality and economic competitiveness of the city centre, we need to prioritise access to, from and within the city centre by public transport, walking and cycling. We need to prioritise street space to the majority of users – people walking – while maintaining vehicle access for public transport, service, delivery and point-to-point vehicles.

We need to accommodate the city centre's projected future growth, with an additional 100,000 jobs by 2036 as outlined in the Central Sydney Planning Strategy (including the four new tower clusters). Pyrmont will also continue to grow, with up to 23,000 new jobs and 4,000 new dwellings.

Completing the pedestrianisation of George Street (from Hunter Street to Alfred Street) will extend the benefits of road space reallocation into the northernmost sections of the city centre. This can create a template for further reallocation associated with the Sydney Metro.

The City shares the NSW Government's vision for reimagining the area around the Hunter Street Station. Major development is already in the pipeline. This station will be both the initial Metro West terminus and the only city centre station. The use of the station will therefore extend far beyond the normal range of a city centre rail station with many people walking to and from it.

Key enablers and next steps

The City has undertaken preliminary analysis of access requirements in the Hunter Street precinct, as part of updating its City North Public Domain Plan. This work is imperative to support the significant number of development applications in the precinct, which are the early stages of a tower cluster identified in the Central Sydney Planning Strategy.

The City is working with Sydney Metro and Transport for NSW to agree on future street operations and public domain opportunities prior to starting construction of the Sydney Metro stations. The City will continue to work with Transport for NSW to modify the operation of the city centre transport system to enable the reallocation of street space from vehicles to people, places and plantings. This will be a critical enabler of this action. The City will advocate for:

- Ensuring that WestConnex and the Western Harbour Tunnel result in a decrease of vehicles driving in the city centre and Pyrmont
- Leveraging Sydney Metro, with interchanges available at new locations such as Waterloo, Sydenham, Five Dock, and Burwood North – potentially allowing the reduction of the number of buses serving the city centre
- Reducing bus layover through more through-routing and better levels of bus priority on corridors leading to the city centre (Action #13)
- Improving walking routes to Pyrmont Station
- Developing the cycle network to and within Pyrmont
- Reducing vehicle speeds.
- Camperdown, serving University of Sydney and Royal Prince Alfred Hospital
- Zetland, serving one of Australia’s largest and most dense resident and employment urban renewal areas
- Randwick, serving the University of New South Wales and Royal Prince Alfred Hospital.

The City’s priorities for new stations on the Metro West extension by 2030 are Zetland and Central.

Background

The NSW Government is planning numerous innovation precincts on the periphery of the city centre, such as Tech Central, Pyrmont/Bays Precinct and Randwick. Extending Metro West is the best way to link current and future innovation, knowledge and employment locations:

- to each other
- to the city centre
- to Zetland (Green Square)
- to other centres across metropolitan Sydney.

The extension of Metro West to at least Randwick will supercharge the productivity gains of Sydney’s metro network through this century. The sooner it is built, the sooner the economic benefits to Great Sydney accrue.

The extension would improve cross-regional public transport connections, reducing car use. More people catching Sydney Metro from more locations will mean fewer trips by cars and buses, which will improve safety and create more space on streets for people. Well-located metro stations will allow people to interchange with buses for better overall trip experiences. This will contribute to fewer buses along streets such as Broadway.

Extending Sydney Metro to Zetland Station in Green Square will address the need and opportunity for connections in the City’s south and south-east. Transport in and around Green Square is increasingly under pressure. Green Square is one of Australia’s largest urban renewal areas, with currently more than 30,000 residents out of 61,000 residents and 22,000 workers by 2030. There is significant congestion on roads, buses and trains at peak times and there will be greater pressure on roads and public transport as the population and employment increases.

Action #6: Metro as a catalyst – bringing forward the Metro West extension

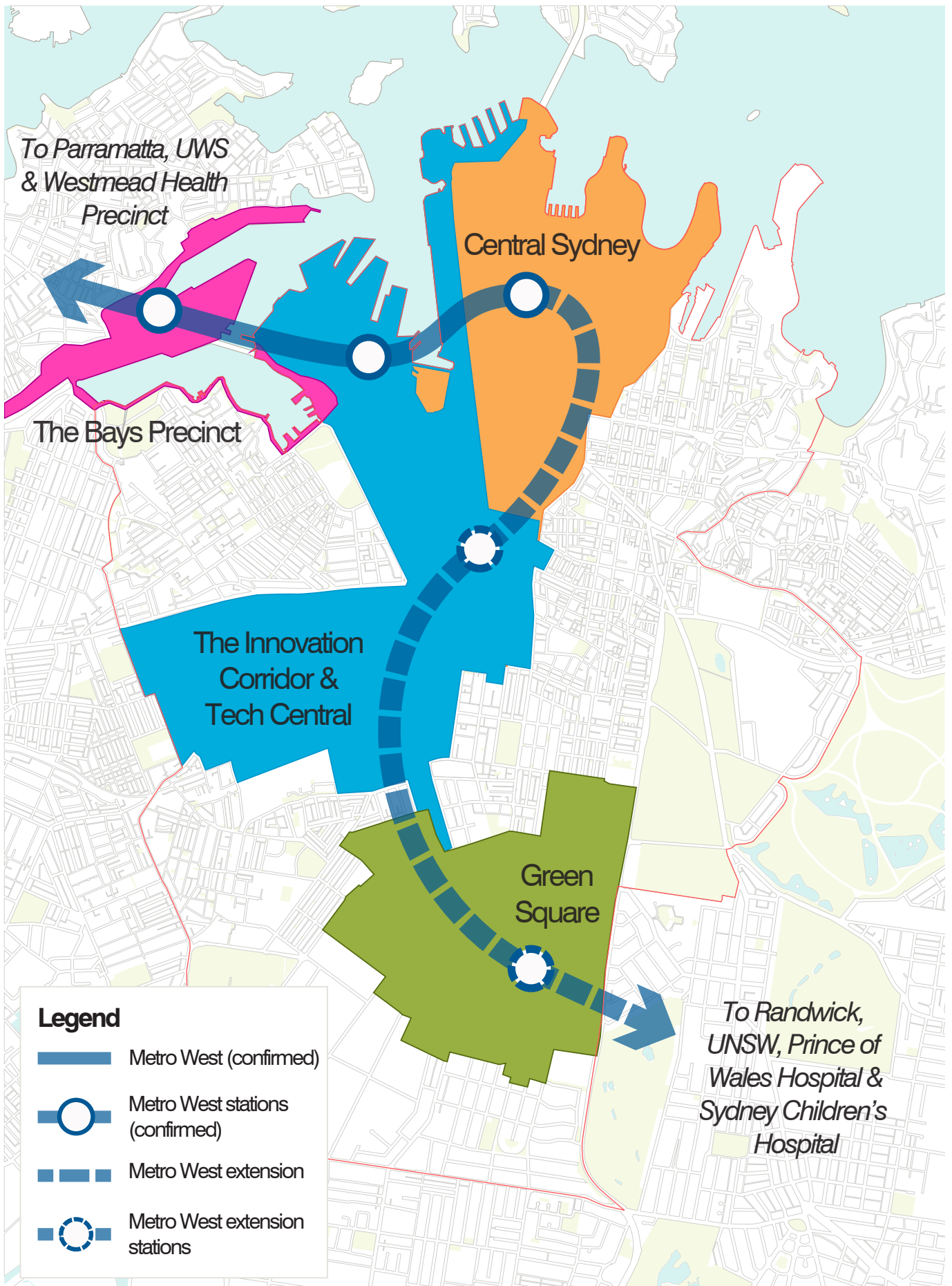
Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It incorporates City advocacy for the NSW Government to bring forward the extension of Metro West to Zetland from 2041 to 2030.

The NSW Government is building Metro West between Sydney’s city centre and Parramatta through the Bays Precinct and Pyrmont. This line will open by 2030. The Government is planning an extension of Metro West to Zetland in Green Square and Randwick for 2041. Given the current transport capacity constraints in Green Square and planned growth across our area, the City of Sydney wants the NSW Government to bring this extension forward to 2030.

Based on the NSW Government’s South East Sydney and Tech Central Transport Strategies, the proposed extension of Metro West to the southeast could have stations at:

- Central, serving University of Technology Sydney and the University of Notre Dame, and the new innovation developments at Tech Central near Central Station, such as Atlassian



Metro West extension concept (indicative only)

Source: Sustainable Sydney 2030-50



Photo: Asad Rajbhoy / City of Sydney

The need for public transport improvements in the corridor between the city centre and South Sydney including Green Square is an identified national priority on the Australian National Infrastructure Priority List and was proposed by the NSW Government proposed the initiative.

With Green Square scheduled to be fully developed by 2030-35, that is the timeframe in which Sydney Metro needs to operate. Surface transport solutions, including those outlined in Action #7: Connecting Green Square, cannot reasonably cope with the long-term transport and access demands of the resident and worker populations.

The Sydney Metro Central station would provide a focal interchange to the metropolitan public transport networks. A Metro West station would also further support the significant redevelopment occurring in the Central Station precinct.

The City's indicative estimates identify the highly competitive travel times associated with Sydney Metro, as shown in Figure 12.

Key enablers and next steps

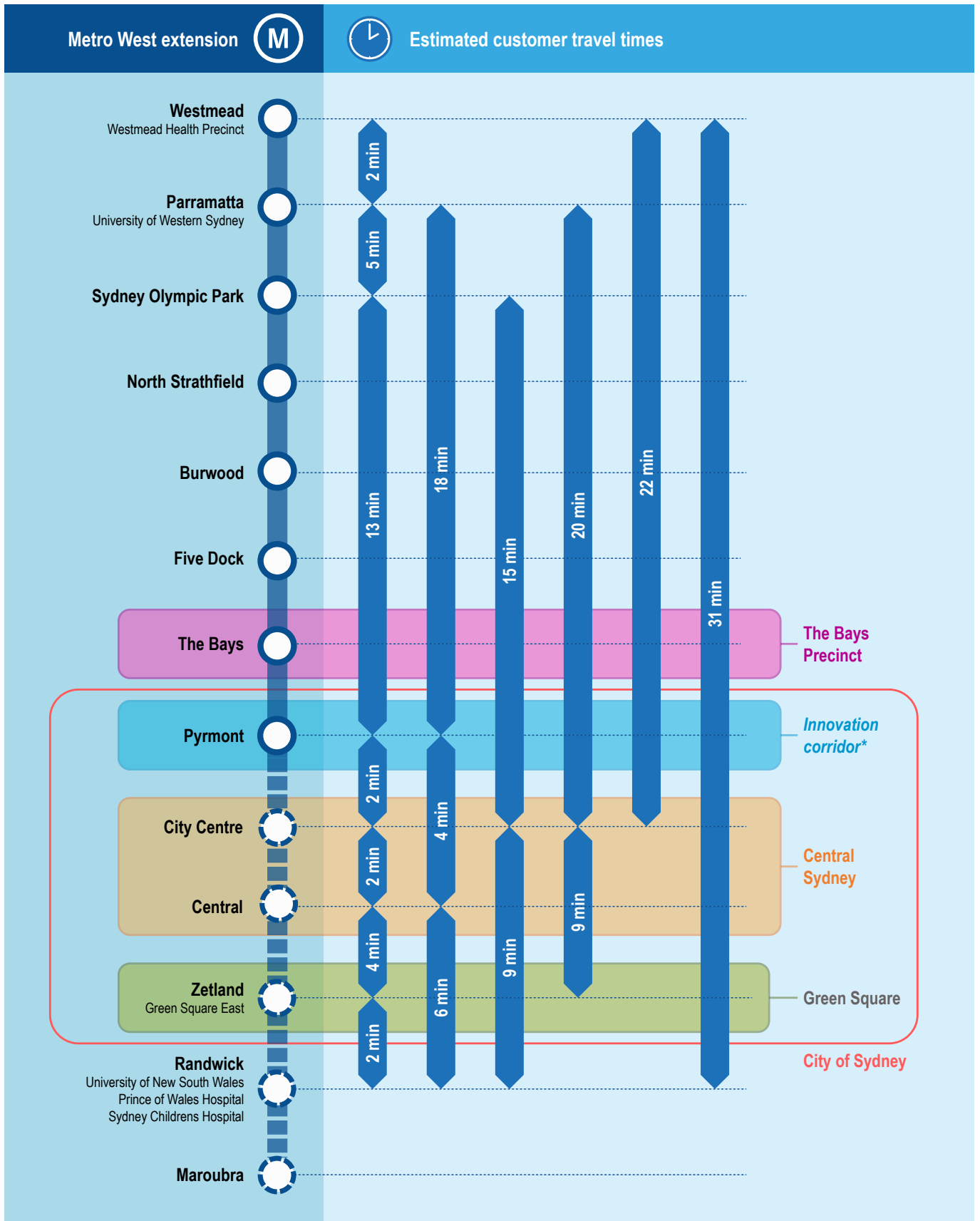
The NSW Government is investigating options for potential stations on the Metro West extension. This work is informing a broader Metro review in 2023. The City will support this work with analysis and insight, to secure the right amount and location of stations on the extension. The City will continue to advocate for the extension to be delivered by 2030.



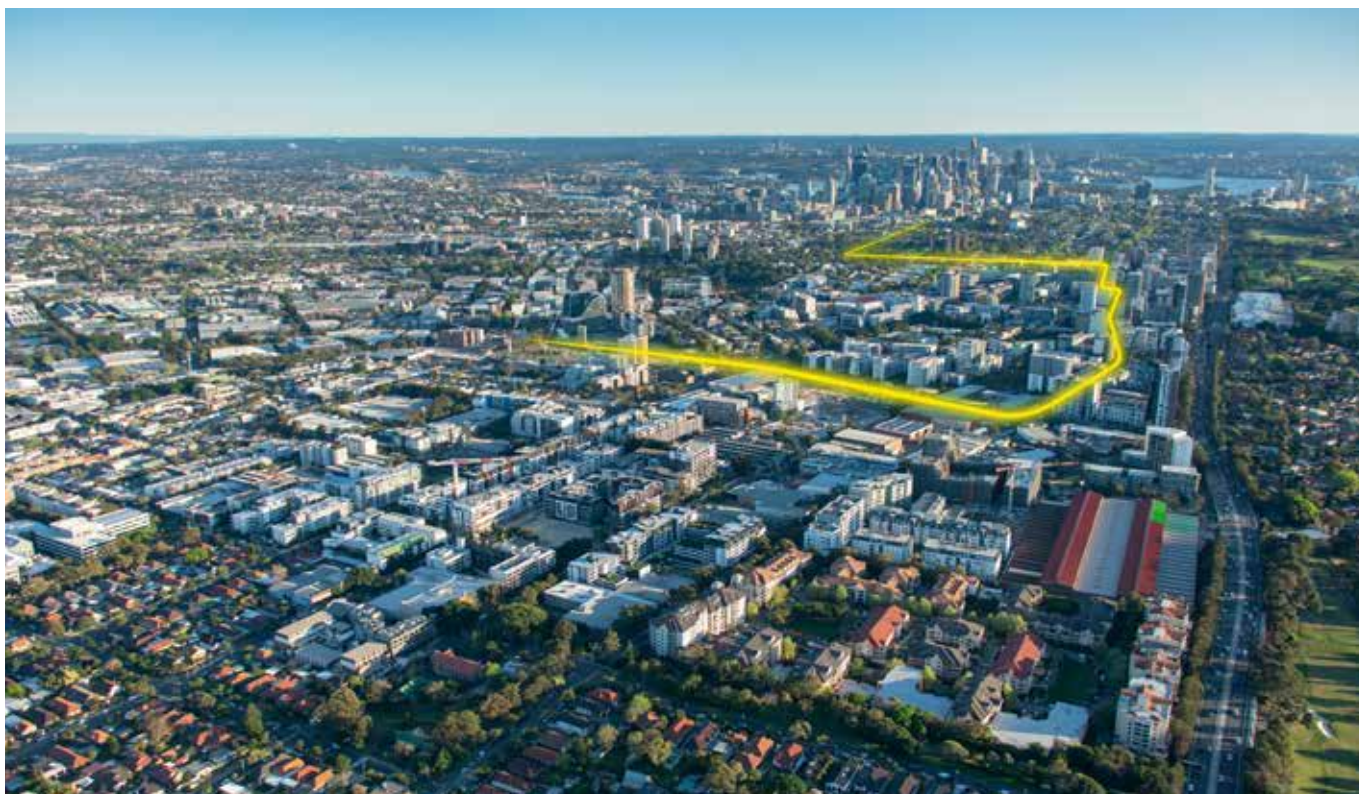
Source: City of Sydney

Action #7 includes short-term actions including a light rail to Green Square in the Eastern Transit Corridor. This would supplement the eventual extension of Sydney Metro to Zetland.

Figure 12. Indicative travel times between future Metro West stations



Source: Sustainable Sydney 2030-50



Eastern Transit Corridor and the city centre

Source: Sustainable Sydney 2030-50

Action #7: Connecting Green Square

Description

This action is a Sustainable Sydney 2030–2050 Transformative Project Idea. It focuses on better public transport connecting Green Square to the city centre and to other key precincts in and around the City of Sydney. It complements Action #6: Metro as a catalyst.

It includes a dedicated surface transit option between Green Square and the city centre. This would take advantage of the Eastern Transit Corridor, a surface transport corridor linking Green Square town centre and its rail station to a future metro station in Zetland and then toward the city centre. The City worked with developers over a long period of time to create this corridor. The Corridor can support light rail. Zero-emission bus services should be provided immediately, as an interim measure. The City's proposal for a zero-emission bus line, "304Z", is discussed below.

Background

Green Square is one of Australia's largest urban renewal areas and a priority location for jobs and services. By 2030, it will be home to some 61,000 people and host 22,000 workers. Located between two of Australia's major universities, Green Square is close to the emerging innovation and health precincts at Camperdown and Randwick, and only a few kilometres from the city centre and Sydney Airport.

Current public transport connections to these locations can be unreliable and slow. Buses are often overcrowded and operate at very slow speeds through Green Square.

The City has advocated for light rail to Green Square for more than a decade.

The City has worked with the NSW Government on short-term public transport, walking and cycling improvements as part of the Green Square and Waterloo Transport Action Plan. Such improvements do not represent long-term solutions to the issues in Green Square. The NSW Government's South East Sydney Transport Strategy does include longer-term ideas, such as extending Metro West by 2041 (discussed in Action #6).

Key enablers and next steps

The City will continue to advocate to the NSW Government for light rail between the city centre and Green Square.

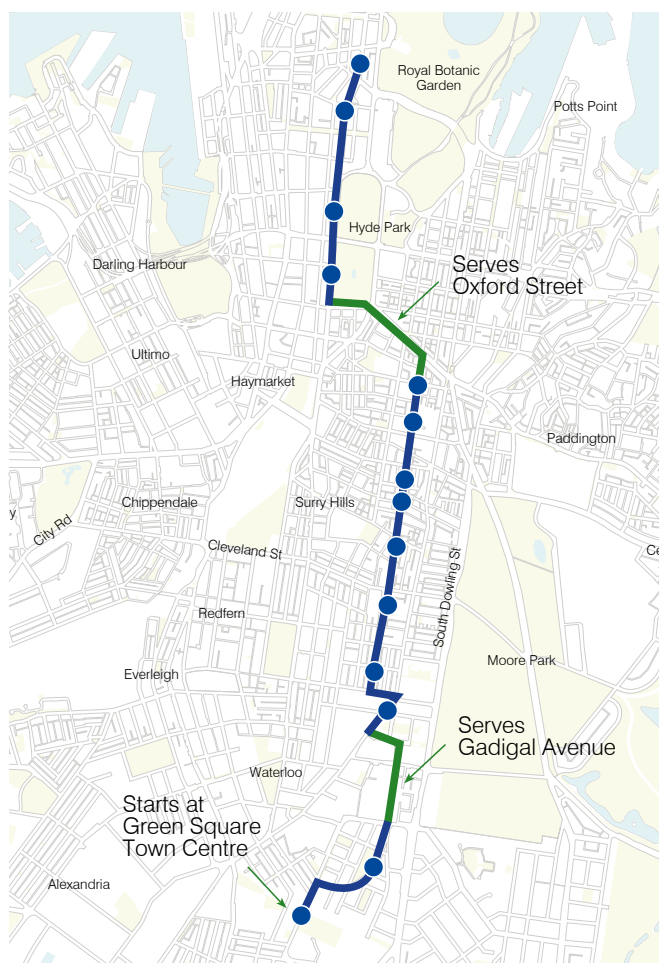
The South East light rail operatorail, has expressed its readiness to design, build, finance and construct a light rail from Central to Green Square. Its contract with the NSW Government contains a mechanism to enable light rail expansion, which would still require NSW Government support and approval.

Another immediate priority should be a dedicated zero-emissions bus service. This is the “304Z” concept, building on the existing 304 bus line route between Green Square and the city centre, connecting to the city centre along Oxford Street.

The City has adopted a position of net-zero emissions by 2035. It therefore strongly supports the commitments by the NSW Government to 100 per cent zero-emission buses in Greater Sydney by 2035. The priority for these buses should be high-frequency routes serving high-density housing or jobs and vibrant main streets.

The 304 bus line through Green Square and Surry Hills is the best option for a first move to zero-emission buses because it operates a dedicated route serving very dense and vibrant areas between Green Square and the city centre. The 304 bus provides the bulk of services along most of its route outside the city centre and is unlikely to change when Waterloo Metro opens. The proposed route for the 304Z is shown in Figure 12.

Figure 13. Proposed route for 304Z bus concept



Source: City of Sydney internal investigations

Action #8: A city for walking

Description

We will deliver priority programs of localised interventions to make walking safer, easier and more convenient. How we achieve this is set out in the City’s Walking Strategy and Action Plan and will include:

- Continuing our existing programs of tree planting, lighting, traffic calming and footpath widenings
- Increased crossing opportunities
- Working with TfNSW to implement 30km/h speed limits in high pedestrian areas and reduce wait times at signals for people walking
- Developing guidance for making our city more walkable, including child-friendly streets, designing for people with disability and minimising construction impacts
- Reduced vehicle speeds and reduced through traffic along main streets and in local neighbourhoods

These will be in addition to and will support Actions #1 to #4.

We will promote walking through walking tours, maps, apps, webpages and events, and work with local schools to encourage more kids to walk to school.

Background

Walking is sustainable, space efficient, low emission and low cost. Walking helps to facilitate community by enabling people to interact and spend time with each other in formal and informal ways. It is also a well-utilised form of recreation and brings mental and physical health benefits.

The quality of our walking environment is important for maintaining global competitiveness and reputation. Walking is how people experience our city. Our streets and public spaces are the face we show the world.

The key approaches to boosting walking are:

- Make walking quick, convenient and easy
- Make walking inviting and interesting
- Make walking safe and comfortable
- Create a strong walking culture.

People walking in our area experience delays, unnecessary detours, cluttered and congested footpaths, heat, and noise and air pollution. People walking are forced to wait too long at traffic signals, resulting in lost productivity

There is not enough space for people walking. Within the city centre, most people walk: around 94 per cent of all trips in the city centre are by foot. However, people walking only have only one third of the street space.

To support people walking more, we must ensure walking is no longer the “forgotten mode” in transport planning and operations. In the decade before Covid, walking in the city centre increased by around 30 per cent. Increases were even higher in key locations like Pitt and Market Streets and during the evening. Street space reallocation around sites like the new Metro stations will be essential to support these new walking hotspots. We will continue to introduce innovative methods to count people walking, so they are considered in planning and road space reallocation.

The number of people walking on George Street is comparable with the number of vehicles on the Western Distributor, and significantly more than the Cahill Expressway and Eastern Distributor combined.

Key enablers and next steps

A key early move is to reduce crossing delays for people walking, especially in the city centre and key precincts such as Oxford Street and Broadway. Many signals now operate on a 90-second cycle, with the NSW Government reducing them from even longer cycle times with no noticeable impact on public transport or general traffic. Reducing them to 60 seconds or less will activate the streets and help create better places.

The City also wants to ensure that access and transport systems are in alignment with NSW Government objectives that support a better deal for people walking. The City is therefore advocating to the NSW Government to review the Sydney Coordinated Adaptive Traffic System (SCATS). This was first developed and applied in Sydney in the 1970s. The system’s primary role is to manage in real time the timing of signal phases at traffic signals. While the system is relatively successful in minimising delays for vehicles, it does not necessarily optimise the efficiency of movement for people, goods and services SCATS system.

Further detail on how we will create a city for walking can be found in the updated strategy, A city for Walking: Strategy and Action Plan.

Action #9: A city for cycling

Description

To help create a city for walking, cycling and public transport, we will further accelerate the rollout of cycleways and safe cycling connections as outlined in the City's *Cycling Strategy and Action Plan*.

Over the next five years, we will deliver cycleways, including on Castlereagh Street in the city centre, on Liverpool and Oxford Streets to Taylor Square, and cross-regional links such as Glebe to Surry Hills and on O'Dea Avenue.

The City will support the cycleway network expansion with actions including:

- Advocacy for reduced vehicle speeds, which makes it safer to ride on all streets
- Advocacy for vehicle driver education to create a better culture of people sharing the road, helping improve bicycle rider safety, which should be supported by appropriate NSW Police enforcement
- Location-specific programs to support more people to ride.

Background

Creating a city for cycling creates many of the similar economic, environmental, health and social benefits to those arising from creating a city for walking. Riding bikes is a sustainable and space-efficient transport option. For short trips, it can reduce car use and its impacts. Bicycle riding is also increasing for longer trips, including across the City of Sydney, aided by the significant uptake of e-bikes. These trips reduce car use and can also create more capacity on public transport for people unable to ride.

The City will invest \$69.4 million over the next four years to keep building the cycle network. The City has built over half of the regional bike network, with 25 kilometres of separated cycleways.

To support more people riding to more places, we need a more comprehensive network of separated cycleways. There is insufficient space provided on many important streets. Despite the significant and ongoing investment in separated cycleways, there are major gaps in the City of Sydney network, and in connections to nearby areas such as Randwick.

Having more people ride bicycles for more trips is a key strategy to keep people connected, and a major strategy to reduce the transport sector's carbon emissions. For these reasons, most comparable global cities are investing heavily to accelerate the development of cycling networks. Sydney needs to keep pace with other global cities.

Key enablers and next steps

Other actions in this Action Plan help create a city for cycling, for example those that reallocate street space, including for cycling. Reduction of vehicle speeds on streets in and around the City of Sydney is critical to making riding safer and more attractive for people. Even though the NSW Government has worked with the City to reduce vehicle speeds and improve motor vehicle driver behaviour towards people on bikes; there is still more to be done to create a culture where people drive in a way that respects the safety of everyone.

The delivery of separated cycleways can be accelerated if the NSW Government can provide a larger and more reliable pipeline of funding, as this assists the City to maximise the efficiency of its rollout. Separated cycleways will also benefit from swifter design and approval processes (while ensuring quality and safety), especially around traffic signal plans. And making space for separated cycleways through road space reallocation (working between the kerbs rather than impacting on drainage and footpaths) reduces cost, complexity and delivery time.

Action #10: Moving kerbside deliveries off-street over time

Description

This strategy recognises the importance of efficient and timely freight and deliveries in the City. It plans to increase off-street loading capacity to enable a progressive reduction of on-street loading in nearby streets, using the kerb space for other purposes while ensuring businesses retain access for their freight and servicing needs.

The City will aim to transition the bulk of on-street loading and servicing activities to off-street facilities in the city centre over the next 20 years. This will free up the kerbside lane for higher-value uses such as wider footpaths, cycleways and tree plantings.

A key way to achieve this is through the development of publicly accessible off-street loading and servicing hubs. Hubs could be delivered within private developments, shared between surrounding properties, or be commercial public facilities, similar to existing car parks. Figure 15 illustrates the concepts behind the hub system compared with the current on-street system.

To support this transition, the NSW Government should explore options that increase the efficiency of any kerb loading zones, such as booking systems and potential premium offers.

Background

Space on city streets is needed for activities that cannot occur in buildings such as walking, cycling, spending time and outdoor dining and essential vehicle movements. There must be space for public life, trees and plantings.

Freight and servicing have a major footprint in the city centre. Much of the kerbside in the city centre during the day is for loading or servicing vehicles. These sites are free to use and available for up to 30 minutes at a time. The City's research indicates that in some locations, vehicles including those belonging to tradespersons can illegally occupy the spaces for long periods of the day.

Access to kerbside space is uncertain as there is no booking system. Freight vehicles circulate looking for free spaces, often at key times for people walking and spending time in the city – especially at lunch and peak periods when they are walking to train stations and bus stops.

The current freight system will not cope with the planned growth, with 100,000 new city centre jobs, and each person generating more freight. The scale of growth in freight and servicing activity requires that we look at how we manage, plan for and provide space for these activities now and looking forward for the next 20 years.

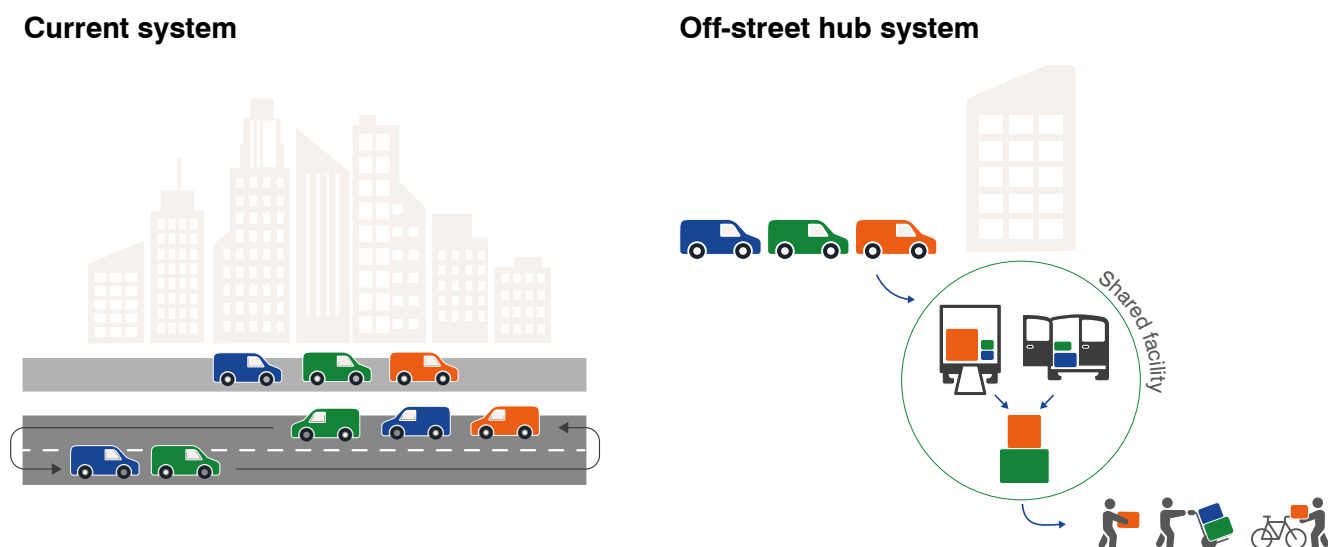
The planning system is a key tool in managing freight. Nearly all new developments will provide for their loading and servicing needs on-site through off-street loading and servicing facilities.

For other buildings, we need a different solution: public off-street loading hubs in new buildings. These could be used by nearby heritage buildings, small sites or areas where new vehicle access is not desirable because of the public domain impacts and high numbers of people walking.

Well-located shared public loading hubs would create the opportunity to shift from vehicles to lower impact options for the “last mile” (the last leg of the journey), such as shifting goods from vehicles to trollies and walking them to their final destination, or shifting goods to electric and other bikes, and small electric vehicles. The hubs would also provide an opportunity for lockers and other on-site storage to enable deliveries to take place outside of peak periods and collected when convenient for the recipient. Sites could be booked, so drivers could park where and when they are delivering.

The NSW Government and the City have collaborated to create the Goulburn Street freight hub, which has operated for more than five years. Drivers park their trucks or vans at the hub and distribute their deliveries to bicycle couriers who can make the “last kilometre” of the delivery more efficiently. With the growing network of separated cycleways, there are more opportunities for this type of hub, including in existing public commercial car parks.

Figure 15. Off-street hub concept



Source: City of Sydney internal investigations

Key enablers and next steps

The City is developing the off-street hub concept for use by loading and servicing vehicles in a precinct. It will look for opportunities to embed this in the development system where appropriate.

When off-street loading capacity is increased, the City can progressively reduce on-street loading in nearby streets, using the kerb space for other purposes.

The City will work with the NSW Government to support any changes to existing loading zone regulations that might be required to support the efficiency of spaces during the transition.

For waste collection, many businesses and buildings have individual contracts with a waste services contractor. This reduces the potential for scaling up operations to reduce the number of truck movements in the city centre. Over time, businesses can work together to secure scale in waste collections, which should reduce cost, improve resource recovery and reduce the number of truck movements in constrained and contested city centre streets.

Action #11: More control for local government over local streets

Description

The City will advocate to the NSW Government to review delegations to local government and how Traffic Committees function in NSW.

The desired outcome is for the City to have more control over local streets, to be able to more easily implement approaches that are consistent with NSW Government strategy and policy, and sensible road engineering and management approaches. Priorities should be changing parking controls, installing new pedestrian crossings and building cycleways on local streets. An increased role for local government should also be considered in setting speed limits and managing traffic signal phasing on local streets.

Background

This action would make it easier for the City to make changes to local roads in its area. Local government does not have full control of or responsibility for local road management. Relatively

minor changes to local roads, including parking, require Traffic Committee approval. There is often no added value to doing this.

Local governments with appropriate capability and capacity are better placed to understand the complex interface between movement and place and the community in local transport and access networks. Local governments are better suited to managing trade-offs between walking facilities, cycleways, parking and vehicle access.

The City has already made changes to its approach within the overall constraints of the administrative arrangements such as changing the name to the Local Pedestrian, Cycling and Traffic Calming Committee, and adding representation (non-voting) from cycling and walking stakeholders.

In early 2023 Transport for NSW issued a Temporary Delegation that allows local government to make some changes (minor traffic and pedestrian works) on unclassified roads (local roads) without needing to seek Traffic Committee approval. The City views this as a modest first step, with many works such as changing parking signs excluded, and the limitations in the Temporary Delegations further excluding large areas of the City (e.g. the Temporary Delegations do not apply within 100m of a traffic signal). Transport for NSW subsequently advised it would reexamine the Temporary Delegations.

There is a broader opportunity to fundamentally realign responsibilities. Making local government responsible for its own roads frees up NSW Government resources for managing congestion and safety on State Roads, especially in regions.

Key enablers and next steps

Once Transport for NSW brings in an effective set of Temporary Delegations of road authority, the City will implement a new simplified process in response to them. It will liaise with Transport for NSW to shape the form and timing of future Delegations.

Action #12: Funding public domain works via parking space levies

Description

The City will advocate to the NSW Government that it reforms the existing system of parking space levies to better support the City's overall transport aims and create more funds for public domain works in the City of Sydney.

The City will advocate that the NSW Government:

- spend a greater proportion of levies where they are generated - in the city centre. To align with the parking space levy's statutory objectives, this should be in the areas around existing and new city centre transport nodes, especially Sydney Trains and Sydney Metro stations.
- consider reducing the number of exemptions to the levy to make its application fairer, as well as increasing the available funds for capital work. This would require regulatory change.
- over time, increase levy amounts in the city centre. This would be consistent with existing NSW Government policies to reduce private vehicle trips there. These additional funds should also be allocated directly to expenditure in the city centre. The levies are set each year by regulation.
- explore changes to the levy and its operations that assist the levy meet its objectives to reduce car use. These could include charging a different fee per time of car park entry or exit, or by vehicle occupancy or location of car park.

Background

The City will need additional funding to deliver the projects in this Action Plan, to create a city for walking, cycling and public transport.

The parking space levy system has operated since 1992, with a clear objective to reduce car use in the city centre. It levies an annual fee on parking spaces in the city centre and a small number of other commercial centres across Sydney. The levy is \$2,800 per space in the city centre for 2023-24. There are many exemptions to the system, including residential parking spaces.



Bus passengers, Wynyard

Photo: Tyrone Branigan / City of Sydney

The system collects roughly \$100 million per annum in levies, most of it in the city centre. These levies are allocated under law to measures that support access to these centres. However, there is no direct requirement to spend the funds in the centres where the levy applies. The vast majority of the levies go to major capital works projects across Sydney, such as commuter car parks and public transport projects.

People walking to and from public transport, such as Sydney Metro, is a key but forgotten component of improving access to centres by public transport.

The City believes there will be more support for the levy if more of it is spent where it is collected.

The City provides significant additional funding for the public domain, such as the landmark \$263 million provided for George Street pedestrianisation. However, the City is unlikely to be able to financially support all of the improvements required to support the city centre's growth and competitiveness.

Key enablers and next steps

The City will continue to advocate to the NSW Government for reforming the parking space levy system, including in submissions to government plans and strategies.

Action #13: Reducing the impacts of buses in the city centre

Description

The City will advocate to the NSW Government to reduce the number of bus layovers in the city centre. This street space can then be reallocated to uses such as outdoor dining, plantings or footpath widening.

A potential option is to increase the degree to which bus routes 'through-route' rather than terminate or do layovers in the city centre. This improves cross-regional connectivity while maintaining services on key corridors serving the city centre. It also reduces the degree to which buses manoeuvre and turn in the City, which would help mitigate a key road safety risk.

The City's priority for this action is the western part of the city centre. Buses should move smoothly along the north-western edge of the city centre and at lower speeds. Network planning should explore the potential for connecting bus services in the Lower North Shore with Western buses that use the Anzac Bridge.

Background

Buses in the city centre take up valuable kerbside road space as they do layovers between services.

Buses have significant impacts on the street environment, including impacting safety, especially while manoeuvring, and producing noise and emissions (until fully zero emissions).

Many buses that terminate in the city in the morning peak, turn around and return to their destination 'out of service', virtually empty of passengers. Buses also enter the city centre virtually empty in the afternoon in readiness for the evening peak. All these bus movements and layovers require significant street space and kerb space. On streets such as Clarence Street, the impact of buses occupying the kerb space on the amenity of the public realm is particularly noticeable.

Key enablers and next steps

The NSW Government needs to work within the existing regional contract system to make these types of changes possible – or reform the system. In 2023 the NSW Government announced a Bus Industry Reform Taskforce which will report in 2024.

The Western Harbour Tunnel, to be completed in 2026, is an opportunity to allow street space to be reallocated to buses on Victoria Road and Anzac Bridge as soon as possible. This creates improvements in travel time and reliability, which then allow smoother and lower speed operations in the city centre without disadvantaging bus passengers. Eventually, if Victoria Road supports a busway system, this could connect with the Northern Beaches B-Line system.

Action #14: Electrification of City Transport

Description

The City has developed a comprehensive strategy and action plan for the electrification of city transport. This addresses whole-of-system requirements, including but not limited to vehicle charging. It addresses all fleet types, not just private vehicles. The electrification strategy and action plan is fully consistent with this City of Sydney Access Strategy.

The strategy is aimed at 2035, with actions focused on the next five years. The action plan includes 21 actions. These range from City programs (such as electrifying its fleet and working with car-share operators to electrify their fleets) through to advocacy actions (such as advocating to the NSW Government to electrify buses in the City of Sydney as soon as possible, and to the Australian Government to use fuel and emissions standards to accelerate the availability and uptake of electric vehicles).

The strategy and action plan outline the significant opportunities over time for vehicle charging to occur off-street in the City of Sydney. This includes locating charging in:

- Existing parking in residential and commercial buildings, with a particular emphasis on understanding the challenges for charging in strata apartment buildings
- Public parking at major retail locations (e.g. Broadway, East Village)
- City-owned and private public car parks
- Parking in new residential and commercial buildings.

Charging off-street wherever possible limits the impact of transport electrification on the public domain.



Photo: Katherine Griffiths / City of Sydney

Background

Achieving net-zero emissions by 2035 is a key commitment in Sustainable Sydney 2030–2050.

The transport sector continues to contribute around 20 per cent of the City's emissions. Reducing these emissions to achieve net-zero emissions by 2035 is a major challenge. Reducing the amount of travel by private vehicles remains the key and immediate approach to reducing transport sector emissions – while delivering a city for walking, cycling and public transport, and supporting broader environmental, social and economic outcomes.

Further emission reductions will occur from switching vehicle technology from internal combustion engines to zero-emissions technology, such as electric vehicles. The transition to electric fleets and vehicles needs to be done in a way that is equitable and inclusive, supporting access to electric vehicle fleets for those who need them without entrenching the economic, social and place costs of private vehicles.

The City's focus is on solutions for each fleet. Transitions for fleets such as buses are reasonably predictable, the constraints being the cost and timing of depot upgrades and fleet replacement. Where operational cost savings will be significant, such as for taxis, the City expects the NSW Government to ensure the fleet transitions quickly once appropriate value-for-money vehicles are available in large numbers.

The City generally has limited control over electrification. Many actions therefore relate to advocacy, recognising that the City's target for net zero is significantly more ambitious than the current targets of the Australian and NSW Governments.

In 2023, there are more than 100 publicly available off-street charging points in the City of Sydney. Charging off-street limits the impact of vehicle charging on the public domain. The City will use its planning controls to ensure that new development contributes to the provision of off-street charging.

Key enablers and next steps

The City will implement the 21 actions in the strategy and action plan for the electrification of City transport.



Photo: Peter Warrington / City of Sydney

Action #15: Reducing vehicle speeds

Description

The City will continue to work with the NSW Government to implement lower speed limits on roads across the City of Sydney. The priority is to have maximum 40km/h limits on all City of Sydney streets as soon as possible⁴. In the city centre and other areas of high people activity, we would seek to reduce vehicle speeds to 30km/h or lower.

Background

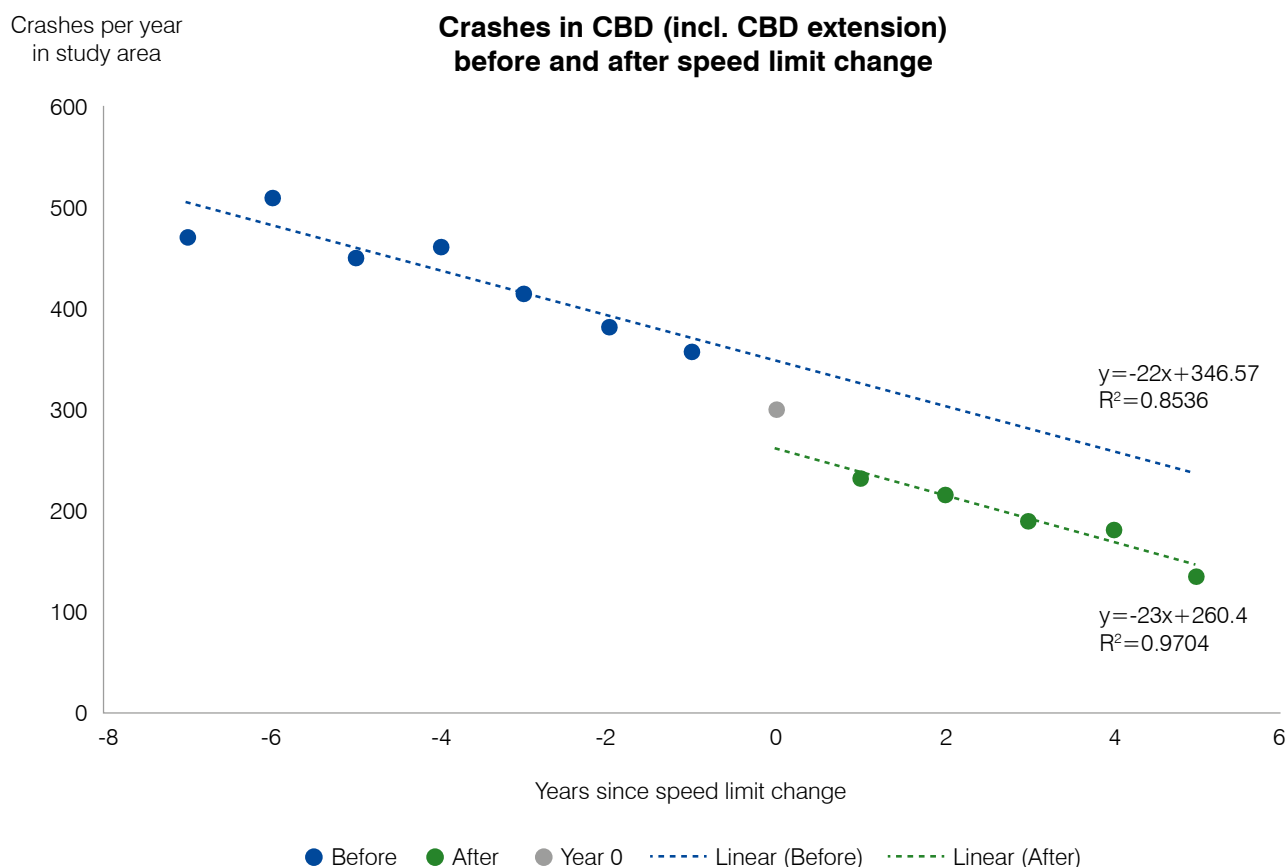
Reducing vehicle travel speeds:

- reduces the number and severity of crashes
- reduces the attractiveness of driving along lower speed routes
- improves amenity and safety, which encourages walking and cycling
- supports better 'place-making'.

Lower speeds are important to enable better public realm outcomes, to encourage and facilitate walking and cycling, and to achieving Vision Zero. The City has reduced and slowed traffic throughout our area, including successfully advocating for 40km/h zones throughout the city centre and local neighbourhoods; 75 per cent of local and regional streets in our local area already have a speed limit of 40km/h or lower. The City identified a clear reduction in crashes in the city centre once the speed limit was reduced to 40km/h as shown in Figure 16.

⁴ This does not include the motorway and distributor network.

Figure 16. City centre crashes before and after speed limit reduction



Source: NSW Government crash data

Under NSW transport legislation, the NSW Government sets the speed limits on all roads, including local neighbourhood streets. The City and the NSW Government have been in partnership to reduce speed limits for more than a decade. The introduction of 40km/h in the city centre is a major achievement since the release of Sustainable Sydney 2030.

Key enablers and next steps

The City and the NSW Government are collaborating on the rollout of 40km/h speed limits. The NSW Government sets speed limits on all roads in NSW.

The NSW Government released updated Speed Zoning Standards in mid-2023, which include potential 30km/h speed limits for High Pedestrian Activity Areas such as the city centre.

Action #16: Supporting car sharing

Description

The City will continue to develop its car-sharing system, consistent with the Car Sharing Policy. There will be more parking spaces for car sharing. We welcome new car-sharing operators to increase competition and choice. We will reduce emissions of the fleet over time, consistent with the City's strategy for transport electrification.

Background

The City supports car share through our Car Sharing Policy, first introduced in 2011 and regularly updated. In 2023, there are more than 850 dedicated on-street car sharing spaces, representing roughly 2 per cent of on-street parking spaces. These are shown by village at Figure 17 by village. Car sharing reduces parking pressure, which will only increase as the City grows in homes and employment.

Car sharing boosts inclusion, by making available motor vehicles for suitable trips when required, making it easier for people and households to live in the City of Sydney without owning their own car. This makes it more likely that they will plan their car use, and walk, cycle and catch public transport for more of their trips.

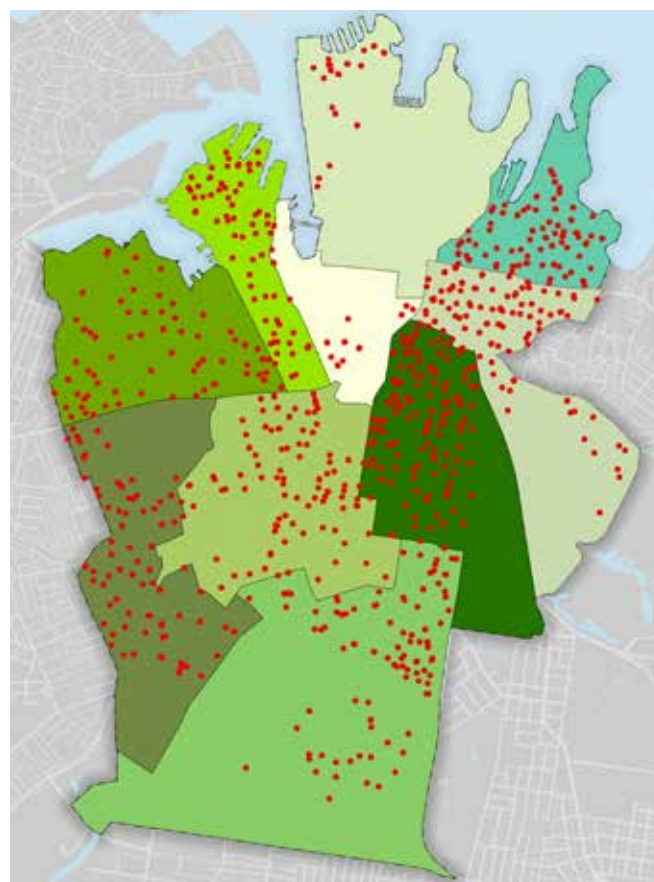
Car sharing can transition to electric vehicles more quickly than other fleets. This will further the contribution of the system to achieving net-zero emissions by 2035.

Key enablers and next steps

The City's policy reviews ensure the car share system design and operation contribute to the intended outcomes of the City's strategies, as well as the needs of car-share users.

We will continue to install any new parking spaces in consultation with local residents, to ensure any changes reflect the views and needs of both non-users and users.

Figure 17. City of Sydney on-street car-share parking spaces



Source: City of Sydney internal investigations

Action #17: Pricing to achieve more equitable access outcomes

Description

The City will contribute to the development of NSW Government street pricing schemes that deliver place, economic, social and environmental outcomes in the City's strategies.

The City will advocate for reforming current disaggregated approaches to transport pricing, especially for street users. There is an opportunity for broader street pricing, incorporating motorway tolls into a more comprehensive system that focuses on congestion and emissions. A subscription model or plan could be adopted, similar to other utilities, which could encompass various parking charges, such as the parking space levy, to ensure a more coherent focus on travel demand management.

Background

Street pricing such as a cordon price or broader congestion charge has been discussed for inner Sydney since the 1990s. Current NSW Government approaches to street pricing work against the use of bypass infrastructure such as tollways. There is too much through traffic in high-value places, despite massive investment in the motorway network. The toll charge funds the construction of infrastructure, however it may continue after construction is recouped. Many people continue to use surface streets as they are not priced. Management of the traffic signal network then provides these vehicles with significant priority, reinforcing the overall attractiveness of using these streets. Meanwhile, the collective travel time savings of using the tollway are undermined.

Prioritising through traffic limits the improvements that can be made to key surface streets and precincts. This affects bus and freight reliability and is a factor in limiting the amount of walking and bike riding. The most obvious example is the almost 20-year experience with the Cross City Tunnel, with surface traffic free of charge, and traffic priority often facilitated by traffic signal management. This has led to calls for the NSW Government to purchase the tunnel, so it can then create a

more sensible system for charging east–west movements. Improved travel times for north–south light rail and bus movements in the city centre would be a key benefit. Any system would need to ensure ongoing access for the 25,000 residents in the city centre.

Key enablers and next steps

The NSW Government's commitment to reallocate road space on Parramatta Road and Broadway when the full WestConnex opens will create the context for a more nuanced examination of the appropriate pricing regimes for the whole network, and not just the newly opened tollway segment.

Any NSW Government access strategy for the city centre will need to incorporate actions that address the impact of pricing on the current amount of through traffic.

The electrification of the transport system and the predictable decline in revenue from fuel levies will force further examination of the role of broader road network pricing and charging. This should focus on achieving access and place outcomes, as well as identifying revenue streams to fund management and maintenance of the asset.

The City will continue to advocate for reform to road pricing in its input to NSW Government strategies such as the Future Transport Strategy 2056 and any place-based access strategies for the city centre.

In 2023, the NSW Government initiated an Independent Tolling Review. The City's submission included for consideration specific examples of approaches that could reduce unnecessary through traffic in the city centre. The City's submission can be viewed at:

https://www.treasury.nsw.gov.au/sites/default/files/2023-09/202309_02-toll-review-stakeholder-submissions.pdf

Appendix A: Potential disruptions

The City's Strategy and Action Plan responds to known trends and foreseeable issues. However, changes in technology and policy and unforeseeable events (such as the 2020 Covid-19 pandemic) can force the City to respond. This section assesses some of the more likely disruptions to the current economic, social or economic environment in which our transport and access system operates, to provide some initial thoughts on how the City might respond.



Photo: Katherine Griffiths / City of Sydney

Mobility as a Service

Mobility as a Service (MaaS) was heavily featured in Transport for NSW's *Future Transport 2056 Strategy*, first released in 2016. MaaS refers to a service by which users can subscribe to access packages that are accessible via a unified platform, which are generally created by a third party and combine services from both public and private providers. Users can purchase subscriptions which include public transport, bike share and car share trips, and late-night transport services via a taxi or other point-to-point operator. The service might include reward schemes and push pricing to align demand and supply.

Sydney has some elements of MaaS already and Transport for NSW has trialed some additional elements. However, there is no comprehensive scheme or significant uptake of it. MaaS could satisfy the growing demand for subscriptions, personalised packages, and online digital payments and account management. For some people, this could contribute to them making fewer motor vehicle trips.

There is a risk with private companies, not government, responsible for bundling services of a conflict of interest between what is best for the city and what is best for the operator. Currently, governments provide or subsidise services to address most of the accessibility needs of the whole population. This must remain the focus under any future system that features a larger role for MaaS.

Autonomous vehicles

In the past decades, motor vehicles have become increasingly automated. The idea of fully autonomous and connected vehicles is often promoted as a panacea for addressing road safety trauma and better managing congestion.

The further automation of motor vehicles could eventually bring safety benefits. However, there is a strong possibility that their initial introduction would increase road trauma. By reducing the need to park, they could also lead to mode shift to these vehicles, which will still remain space-inefficient compared to public transport, walking and cycling. This could lead to the overall road system becoming more inefficient and making the city itself more inefficient.

It is also unclear how autonomous vehicles would be managed where people walking and riding bikes are in the majority, such as in the future city centre. Would the presence of so much activity in streets cause autonomous vehicles to constantly stall, and thus make them virtually useless in these environments? Would government respond by fencing streets off to segregate vehicles and people walking – a complete reversal of the City's emphasis on giving people and place more priority over private vehicles?

Personal mobility devices

Personal mobility devices have increased in popularity throughout many cities in recent years. There could be potential for these devices to provide alternatives to private vehicles for short trips.

The City's approach to new mobility solutions is generally to work with NSW Government to consider whether new devices or approaches, if made legal, can contribute to access and broader city outcomes. In the case of electric scooters, the key issues are around road safety, the different impacts of shared and privately owned devices, and the appropriate regulations and management arrangements and especially the role of the City vs that of the NSW Government.

In 2022, the NSW Government began developing a trial of legalising shared electric scooters. The City's position is to not support them being legalised for use on our crowded footpaths. There is also likely to be future demand to legalise the use of other devices such as electric skateboards.

High-speed rail

High-speed rail is likely to reach a tipping point in economic and potential financial viability sometime this century. High-speed rail creates an alternative for connections to regional NSW and Australia. High-speed rail keeps regions connected to Central Sydney to respond to changed work patterns in the post-Covid or living-with-Covid future. High-speed rail also addresses climate change and emission reductions. It offers resilience if the aviation sector is affected by fuel security or carbon reduction frameworks.

The absence of corridors and a potential terminal in Eastern Sydney threatens to limit the value of any future system. The current risk is that non-transport development in the Central precinct could limit the future functionality of Sydney's key transport node. Outlining the future requirements for high-speed rail provides certainty around the 100-year horizon planning for the Central precinct.

A terminus at Central station would provide customers with a direct connection to most parts of Greater Sydney, an interchange with nearly all rail and metro lines. In terms of specific corridors required, connection to the South/West is the priority.

As a first enabler, the Australian Government established a High Speed Rail Authority in 2022.



Attachment C

**Engagement Report - Access Strategy and
Action Plan – Continuing the Vision**

Access Strategy and Action Plan



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1. Background

The City of Sydney's Draft Access Strategy and Action Plan - Continuing the Vision (Access Strategy) is the first update of its integrated transport planning since Connecting our City was developed in 2012. It builds on the achievements of the past decade and creates the framework for the project ideas in Sustainable Sydney 2030–2050 Continuing the Vision.

The updated Access Strategy outlines the City's priorities to deliver outcomes in the community strategic plan. The projects will deliver what the community told us – they want a city for walking and cycling with better public transport and fewer cars.

The Access Strategy includes 10 strategies and 17 projects, initiatives and programs that translate the Access Strategy into an Action Plan.

- The main priorities for the City of Sydney are summarised below. Many require close working with (and approval by) NSW Government agencies:
- transforming Broadway into a green gateway, with widened footpaths, more trees, separated cycleway and future light rail
- a light rail connection between Green Square and the city, with electric buses servicing the area now
- accelerating the Metro West extension to give Green Square residents a station at Zetland by 2030
- calming traffic on Park Street in the city and widening footpaths to make space for trees and people
- greening Oxford and Flinders streets with more space for people, entertainment, dining and light rail
- continuing to build more bike and pedestrian friendly infrastructure
- widening footpaths in areas where many people are walking – including the city centre, village centres and high streets
- continuing to lower speed limits on our streets, with 30km/h maximum in the city centre and high activity areas.

The Access Strategy will use targets and measures from Sustainable Sydney 2030–2050 and the Community Strategic Plan to drive progress towards the strategy's vision and outcomes and to report on progress.

Over time, the City will update the Action Plan, as we implement priorities and as new opportunities or priorities emerge.

2. Engagement Summary

2.1. We asked the community for feedback on the strategy document.

The City exhibited the Draft Access Strategy and Action Plan between 10 July and 7 August 2023 and provided an opportunity for stakeholders and the community to review and comment on the document.

The City granted extensions to the consultation period on request, with the final submissions received in late August 2023.

The online consultation was available via Council's Have Your Say page.

The City guided engagement by the question, "*Do you have any comments on the Access Strategy and Action Plan?*".

The Have Your Say page gave the option of responding in an online field, by or providing a separate submission via email.

2.2. Engagement results

- There were 1587 visits to the Have Your Say page during the consultation period.
- 705 people downloaded the draft Access Strategy and Action Plan document.
- 107 people responded to online consultation.
- 16 organisations or individuals also emailed submissions
 - Transport for New South Wales (TfNSW)
 - Mirvac
 - Bicycle NSW
 - Inner West Council
 - Altrac
 - BIKEast
 - UTS
 - University of Sydney
 - Broadway Sydney
 - And submissions from 7 individuals

2.3. Assessment of submissions and online responses

The following section summarises the feedback the City received from submissions and online responses during the consultation period.

Many items of feedback related to multiple elements of the Draft Strategy and/or Action Plan. In this summary, the City wherever possible aligns the feedback with the most relevant of the 17 actions in the Action Plan.

The City then aligns higher level or more general feedback to one or more of the 10 Strategy components.

- For each discrete element of the feedback, this report provides:
- Short description of feedback
- Indication of the frequency of the feedback, by both:
 - Submissions: number of individual submissions
 - Online responses: <5, 5-10, 10+
- The City's high level response, where appropriate identifying how it will change the Access Strategy and Action Plan in response.

3. Feedback on Action Plan

This section assesses feedback on actions in the Action Plan. It provides a short description of the feedback, indicates the frequency of the feedback from submissions and online responses, and provides a City response.

3.1. Action #1: Broadway – A green axis for Tech Central, a city centre gateway

Feedback	Submissions	Online responses	City response
General support	2	10+	Noted
Support for walking, cycling and greening elements	2	5-10	Noted
Suggestions for Green Avenue expansion, such as to Central, along Parramatta Road or to side streets	2	<5	The City's initial designs focus is on Broadway, but the overall approach is intended to support extension further west along Parramatta Road. The detailed design of the immediate Broadway component would occur if TfNSW commits to the project.
Support for light rail	4	10+	Noted
Support for light rail expansion, including along Parramatta Road and City Road/King Street		5-10	The City's priority is to extend light rail along Broadway and its section of Parramatta Road. Once this is in place, further extensions would be easier to achieve.
Detailed suggestions for Green Avenue/light rail design	1	< 5	The City has undertaken sufficient concept design work to confirm the opportunity for change on Broadway. Detailed design would occur if TfNSW commits to the project.
Opposition to walking, cycling and greening elements		< 5	The NSW Government's transport plans acknowledge the opportunity to change Broadway and Parramatta Road, to create more

Feedback	Submissions	Online responses	City response
			space for greening, and for people walking, cycling, on public transport. The City's proposals provide detail on how that approach could be implemented. Resident access will be maintained.
Opposition to reducing space for traffic	1	5-10	The NSW Government's transport plans acknowledge the opportunity to change Broadway and Parramatta Road, to create more space for greening, and for people walking, cycling, on public transport. The City's proposals provide detail on how that approach could be implemented.
Opposition to light rail, including support for better bus services	3	< 5	The City's view is that TfNSW could make beneficial changes to bus serviced in this corridor resulting from new Metro West stations, and light rail if introduced. The City will advocate for overall network design that maximises benefits for public transport users.
Opposition because of construction impacts		< 5	The City will work with the NSW Government to investigate the green avenue proposal as part of the proposal, and to ensure that any disruption to businesses and residents is minimised.
Request for ongoing consultation	1	< 5	The City will work with TfNSW to ensure consultation occurs on transforming Broadway to address construction impacts and other issues.
Corrections to figures	1	< 5	Figures updated in Access Strategy.
Support for more development		< 5	The Access Strategy reflects the City's existing planning framework.

3.2. Action #2: Park Street – A green gateway for the city centre, reconnecting Hyde Park

Feedback	Submissions	Online responses	City response
General support		5-10	Noted
Support for walking, cycling and greening elements		< 5	Noted
Detailed suggestions for Green Avenue design		< 5	The City has undertaken sufficient concept design work to confirm the opportunity for change on Park Street. Detailed design would occur if TfNSW commits to the project.
Opposition to reducing space for traffic, or forcing traffic to use tolled motorways		< 5	The City's priority regarding motor vehicles is to maintain access while reducing unnecessary surface through-traffic. The City is advocating to the NSW Government for changes to the road system that makes road such as the Cross City Tunnel more attractive for people making those trips.

3.3. Action #3 - Oxford and Flinders Streets – A green gateway supporting culture

Feedback	Submissions	Online responses	City response
General support		< 5	Noted
Support for walking, cycling and greening elements		5-10	Noted
Support for Oxford East cycleway		< 5	Noted
Support for light rail		5-10	Noted
Suggestions to increase road safety as part of the project		< 5	Design review to address any road safety issues or opportunities is part of the project.

Access Strategy and Action Plan

Feedback	Submissions	Online responses	City response
Suggestions for changes to local access to support the project		< 5	TfNSW is investigating local vehicle access as part of its Oxford Street East cycleway project. The City supports retention of existing access (such as turns) wherever possible.
Opposition to walking, cycling and greening elements	1	< 5	Business would benefit from the greening of Oxford Street as it attracts visitors to the area through the creation of an arts and culture precinct.
Opposition to Oxford West cycleway		< 5	The City exhibited the design for the cycleways on Oxford and Liverpool Streets and consulted with the community over four weeks between 28 October and 25 November 2021. 157 submissions were received. The consultation included letter drops and both online and in-person information sessions. The consultation revealed that the community supported the cycleway on Oxford and Liverpool Streets. The proposal was endorsed by Council in June 2023 and construction is expected to commence in late 2023.
Opposition to Oxford East cycleway	2	10+	TfNSW is responsible for the Oxford Street (East) cycleway between Taylor Square and Moore Park Road as it is a NSW Government-controlled road. The proposed cycleway would integrate with the City's Oxford Street (west) cycleway, connecting the City Centre and the East. It would provide improved safety for people riding, whether commuters, transport workers making deliveries or residents and visitors accessing the areas around Oxford Street by bike.
(Support for Moore Park cycleway as alternative cycleway route)		< 5	The Oxford Street East cycleway is a TfNSW project. Replacing the proposed Oxford Street East cycleway with a permanent cycleway on Moore Park Road would not serve the cycling desire

Feedback	Submissions	Online responses	City response
			<p>line. Currently, more five times as many people ride along Oxford Street East than Moore Park Road (around 300 per day) – even though there is a separated cycleway on Moore Park Road and people need to ride in mixed traffic along Oxford Street. Recent counts on Oxford Street West showed over 3000 people riding per day.</p>
<p>Opposition to reducing space for traffic, or changes to local access</p>	<p>1</p>	<p>5-10</p>	<p>The City promotes walking, cycling and public transport and less reliance on the use of private vehicles. Lower traffic volume leads to reduced congestion and improved amenity for residents and visitors. TfNSW is investigating local vehicle access as part of its Oxford Street East cycleway project.</p>
<p>Opposition to light rail, including support for better bus services and concerns about heritage impacts</p>	<p>1</p>	<p>10+</p>	<p>The City believes that light rail on Oxford Street and the Eastern Suburbs Railway provide public transport connections that support transforming Oxford Street. The City supports bus services on Oxford and Flinders Street, and expects the NSW Government would review these if it committed to light rail on Oxford Street.</p>
<p>Opposition because of perception that Oxford Street East cycleway would result in reduced access for businesses, including parking and loading</p>	<p>2</p>	<p>5-10</p>	<p>TfNSW is responsible for the Oxford Street (East) cycleway between Taylor Square and Moore Park Road as it is a NSW Government-controlled road. Current plans retain existing kerbside uses (parking, loading, peak period bus lanes). TfNSW is responsible for liaison and consultation on the Oxford Street East cycleway. eThe proposed cycleway would integrate with the City’s Oxford Street (west) cycleway, connecting the City Centre and the East. It would provide improved safety for people riding, whether commuters, transport workers making deliveries or residents and visitors accessing the areas around Oxford Street by</p>

Feedback	Submissions	Online responses	City response
			bike. The Oxford Street cycleways incorporate design elements to ensure vehicle access for businesses. TfNSW is responsible for liaison and consultation on the Oxford Street East cycleway.
Opposition to either cycleways or light rail because of construction impacts		< 5	The NSW Government is delivering the Oxford East cycleway. The City will work with the NSW Government to investigate light rail as part of the proposal, and to ensure that any disruption to businesses and residents is minimised.

3.4. Action #4 - City centre place improvements – from vehicles to people

Feedback	Submissions	Online responses	City response
General support	1	< 5	Noted

3.5. Action #5 - Plan Sydney Metro precincts to improve the public domain and increase space for people

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted

3.6. Action #6 – Metro as catalyst

Feedback	Submissions	Online responses	City response
General support		<5	Noted
Support for MetroWest to Zetland		<5	Noted
Support for Metro West extension station in Camperdown	1		The City's priority for stations on the Metro West extension are Zetland and then Central.
Request for information on Zetland station location		<5	Station locations will be determined by the NSW Government. Council resolved in August 2023 to work with the NSW Government to identify appropriate land and a construction area including consideration of leases, stratum land sales and public domain upgrades, to reduce the cost of a delivering a metro station at Zetland for the NSW Government to be delivered as part of the Sydney Metro West scope as soon as possible.
Support for additional Metro extensions		< 5	The City's priority is to secure MetroWest to Zetland as soon as possible. This then enables the Metro to connect to South-Eastern Sydney as per current NSW Government plans.

3.7. Action #7 - Connecting Green Square

Feedback	Submissions	Online responses	City response
General support		<5	Noted
Support for light rail		<5	Noted
Support for zero emissions buses in short term	1	<5	Noted
Support for bus transit solution, not light rail		<5	The City has reserved the Eastern Transit Corridor so that it is suitable for mass transit. The City supports light rail over a bus way to connect

Feedback	Submissions	Online responses	City response
			Green Square as it is the best mode to provide the appropriate capacity and service. The NSW Government would assess the costs and benefits of different modes in any study to support their funding of light rail.
Suggestion for additional bus connections		<5	The City supports bus connections that connect Green Square with places such as Newtown. These are the responsibility of the NSW Government.
Request for detail on traffic impacts from light rail, including in Green Square		<5	The reservation of the Eastern Traffic Corridor for mass transit provides space for light rail within Green Square. The connection between Green Square and the city centre would need technical investigation, however the City believes that well-planned light rail is a very efficient use of street space. TfNSW design and approval of the system would consider any impacts.
Opposition to light rail and support for extension of Eastern Suburbs railway instead	1		The NSW Government has no known plans to extend the Eastern Suburbs Railway. The City's advocacy for rail to Green Square centres on the extension of Metro West to Zetland as soon as possible.

3.8. Action #8 – A city for walking

Feedback	Submissions	Online responses	City response
General support	1	10+	Noted
Support for additional space for people walking in city centre		<5	Noted
Support for additional space for people walking in other areas		<5	Noted

Feedback	Submissions	Online responses	City response
Support for making it easier to cross major streets, including ones proposed by the City as Green Avenues	1	<5	Crossing opportunities will be part of the City's advocacy for Green Avenues, and advocacy for broader network management to reduce delays for people walking.
Specific proposals for pedestrianisation		<5	The City will consider these in the update of the Walking Strategy and Action Plan, and relevant Public Domain Plans.
Request that projects align with Transport for NSW Road User Space Allocation Policy	1		This is addressed in design of particular pedestrian improvement proposals.
Concerns about footpath clutter, such as poorly placed furniture, utility boxes and advertising panels		<5	Noted. The City has adopted standards for minimum clear widths on footpaths. The City will work with relevant owners to address issues arising from poorly placed furniture, utility boxes and advertising panels.
Concerns about road safety, including bicycle riding on footpaths and lack of enforcement of driver behaviour		<5	The City advocates to the NSW Government to enforce road rules that reduce walking or make walking unsafe.
Opposition to providing more space for people walking	1	<5	Walking is a very efficient use of space in dense areas like the City of Sydney where a high proportion of trips are made by walking.

3.9. Action #9 – A city for cycling¹

Feedback	Submissions	Online responses	City response
General support	3	10+	Noted
Support for cycleway network	1	<5	Noted
Suggestions for additional cycleways, including cross-regional routes	2	<5	The City's bicycle network is contained in the Cycling Strategy and Action Plan. The City will

¹ Feedback here is in addition to feedback provided against Actions 1-3 (cycleway elements of Green Avenues)

Feedback	Submissions	Online responses	City response
			review the network when next updating that plan.
Support for implementing the cycleway network more rapidly	2	<5	As part of implementing the Cycling Strategy and Action Plan, in 2022-23 the City completed new separated cycleways on 17 streets. Major cycleway projects are under construction on Castlereagh Street and Oxford and Liverpool Streets and will start next year between Glebe and Ultimo. There are another five projects in design. The City will also continue to advocate to Transport for NSW to improve approval timeframes.
Support for more storage/parking for bicycles		<5	The City can allocate space for cyclists to park bicycles, and will monitor need and demand as cycling continues to grow. The City provides street bike parking racks on request.
Opposition to reallocating street space to cycleways, including impacts on traffic	1	<5	The City's Cycling Strategy and Action Plan provide the evidence for allocating street space to space-efficient transport modes (public transport, walking and cycling). This approach is consistent with the NSW Government Policy and strategies. Private vehicles are the least space efficient and most unsustainable way of moving in constrained, inner city locations.
Opposition to bicycle network due to construction impacts		<5	The City consults on cycleway projects with local residents and businesses. It aims to minimise construction impact when delivering its cycleway network.
Opposition to funding cycleways		<5	Sustainable Sydney 2030-2050 outlines the City's overall approach to create a city for walking, cycling and public transport This approach is the most effective way to maximise access for businesses and residents, while allowing more space for people, places and plantings. Individual cycleway projects and associated

Feedback	Submissions	Online responses	City response
			expenditure are approved by Council.
Concerns over bicycle share systems		<5	The City has no direct control over bike share schemes but continues to encourage any operators to adopt business behaviours that are likely to increase support for the schemes.
Concerns about road safety, including bicycle riding on footpaths and lack of enforcement of driver behaviour		<5	The City advocates to the NSW Government to enforce road rules that reduce cycling or make cycling safe. The City also conducts Share the Path sessions to educate riders on safe and courteous behaviours.
Support for use of bicycle paths by electric scooters if made legal		<5	The NSW Government is responsible for legalising electric scooters. Where currently legal to use, as part of the TfNSW shared scooter trial, they are permitted on cycleways and shared paths. The City is monitoring the trial.

3.10. Action# 10 – Moving kerbside deliveries off-street over time

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Suggestion the Access Strategy more clearly acknowledge the importance of freight and services to business	1		Accepted. Minor changes to Action 10 in the revised Access Strategy.
Queries about off-street hub management and control	1		The potential for public off-street loading hubs will be the subject of further city investigations.
Concerns about loading in particular locations, such as Piitt street		<5	The City considers customer feedback on kerbside allocations to ensure maximum value for residents, businesses and visitors.

3.11. Action #11: More control for local government over local streets

Feedback	Submissions	Online responses	City response
General support	1		Noted
General opposition, based on lack of support for actions in Access Strategy due to cumulative economic impact	1		Strategies and actions in the Access Strategy generally align with NSW Government approaches. The City believes it is the most appropriate organisation to manage local streets, given its expertise and knowledge of local issues.

3.12. Action #12: Funding public domain works via parking space levies

Feedback	Submissions	Online responses	City response
General support	1		Noted

3.13. Action #13: Reducing the impacts of buses in the city centre

Feedback	Submissions	Online responses	City response
General support		<5	Noted
Support for retention of existing bus access and layovers	1	<5	The City expects the NSW Government will make some change in bus networks as the NSW Government implements new Metro lines. The City supports bus access to the city centre, especially where no rail alternative exists. The City's priority for this action is to reduce unnecessary bus layover in key precincts, which may require NSW Government to reform the bus contract system. Their Bus Industry Review Taskforce is now referenced in the Access Strategy.

Feedback	Submissions	Online responses	City response
Include more references to positive roles of buses.	1		Agreed. The Revised Access Strategy includes additional information on the City's support for buses.

3.14. Action #14: Electrification of City Transport

Feedback	Submissions	Online responses	City response
General support	2	<5	Noted
Suggestions for additional actions, and bringing forward the City's Net Zero targets to 2030		<5	The City supports the use of electric vehicles as outlined in the recently adopted Electrification of Transport in the City – Strategy and Action Plan. This reflects Council's adoption of a 2035 target date for Net Zero emissions. Consistent with this, the City is working towards maximising the electrification of its light fleet by 2030 and heavy fleet as soon as possible.
Provide options for people with no off-street parking		<5	The City has installed nine on-street pole-based EV charging spaces to provide more opportunities for EV owners who do not have access to off-street EV charging to charge their vehicles.
Support for City advocacy to NSW Government on zero emissions buses		<5	Noted
Suggestions for increasing off-street charging using the development system	1		The City's Electrification of City Transport Strategy and Action Plan includes actions that leverage off the planning system to maximise off-street charging.

3.15. Action #15: Reducing vehicle speeds

Feedback	Submissions	Online responses	City response
General support for lower speed limits	1	<5	Noted
Support for 30km/h speed limits in city centre and village high streets		<5	Noted
Support for 30km/h speed limits more generally across the City of Sydney	1		Reflecting the NSW Government's release of new Speed Zoning Standards, the City of Sydney's priority is for the NSW Government to agree to 30km/h speed limits (maximum) in the city centre. Elsewhere, the priority is to work with Transport for NSW to complete the implementation of maximum 40km/h speed limits on all streets in our area.
Support for more enforcement of speeding drivers		<5	The City advocates to the NSW Government for enforcement of unsafe driver behaviour.
Opposition to lower speed limits		<5	Lower speed limits improve safety and amenity in our crowded city.
Opposition to 30 km/h speed limits		<5	The City's priority for 30km/h speed limits is the city centre, to improve safety and the quality of our public places. The City expects that there would be

3.16. Action #16: Supporting car sharing

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Concerns that car sharing is expensive	1		The City does not set car share operator prices. Its approach is to allow competition within the system, which should encourage value for money for residents and businesses.

3.17. Action #17: Pricing to achieve more equitable access outcomes

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Request for more clarity around the potential scope of the action	1		Noted. The revised Access Strategy contains a link to the City's recent submission to the NSW Government's Independent Toll Review. This submission provides more depth and detail on the potential approaches available to the NSW Government, including some suggestions for potential changes to reduce unnecessary through traffic in the city centre.
Opposition to forcing motorists to use tolled motorways		<5	In the case of Broadway and Parramatta Road/WestConnex, the NSW Government's strategies acknowledge the opportunity for reallocating surface street space. The City's submission to the Independent Toll Review encouraged the NSW Government to develop ways of ensuring equity while delivering on improved public spaces.

4. Feedback on Strategy

This section summarises feedback that is at a higher level than specific actions, or relates expressly to strategy components of the in the Access Strategy.

4.1. Strategy A: Deliver an integrated transport and land use system providing high levels of access without relying on high levels of mobility

No direct comments were made relating to Strategy A, noting that multiple submissions and online responses indicated support for all strategies and actions.

4.2. Strategy B: Reallocate street space

Feedback	Submissions	Online responses	City response
General support	2	<10+	Noted
Opposition due to impact on traffic and congestion	1	5-10	The City is committed to creating a city for walking, cycling and public transport to achieve the environmental, social and economic outcomes central to its success. The general approach to reallocating street space is consistent with NSW Government policy. The lowest priority should be for unnecessary through-traffic – a very inefficient use of constrained road space. NSW Government investment in public transport and road projects will provide alternative options for these trips.

4.3. Strategy C: Inform planning of key precincts

No direct comments were made relating to Strategy C, noting that multiple submissions and online responses indicated support for all strategies and actions.

4.4. Strategy D: improve places

Feedback	Submissions	Online responses	City response
General support		5-10	Noted
Preference for maintaining movement over place	1	<5	Improving places is a key approach to deliver environmental, economic and social outcomes. The Sustainable Sydney 2030-2050 framework outlines the importance of improved places in the City of Sydney. The role of the Access Strategy is to explain how changes to access and transport system management can help support this.

4.5. Strategy E: Respond to the climate emergency and build resilience

Feedback	Submissions	Online responses	City response
General support	2	5-10	Noted

4.6. Strategy F: Enable the City to continue to grow

Feedback	Submissions	Online responses	City response
General support		< 5	Noted
Request for clarification on Figure 6		< 5	Figure 6 is sourced directly from the City's City Plan 2036, to show the alignment between the City's planning for growth and the Access Strategy. The data in Figure 6 represents growth from 2016.
Suggestions for increased development in same locations		<5	The City's land use and development framework is outlined in the City Plan 2036.
Opposition to development in Green Square	1		The City's land use and development framework is outlined in the City Plan 2036.

4.7. Strategy G: Assist pandemic recovery

No direct comments were made relating to Strategy C, noting that multiple submissions and online responses indicated support for all strategies and actions.

4.8. Strengthen inclusion

Feedback	Submissions	Online responses	City response
General support	2	< 5	Noted
Ensure access for elderly people and people with lower mobility	1	5-10	The City's Inclusion Action Plan contains actions that guide the City's delivery of street environments that are accessible to all users. The City advocates strongly for accessible public transport, including rail stations and buses. The City is currently updating the Walking Strategy and Action Plan. The Strategy considers all footpath users including those with limited mobility.
Concerns about bus shelter design including advertising panels limiting visibility of buses, and creating insufficient space for wheelchairs to pass		<5	The City of Sydney has a street furniture placement policy that outlines the clearances and sight lines around our street furniture. We note the feedback provided in submissions and will pass these comments on to the relevant team.
Concerns that making it harder to drive will reduce access in Inner Sydney for groups.	1	5-10	The City's plan is to create a city for walking, cycling and public transport to improve connections in Inner Sydney. However the City understands that some people will still need to drive for some of their trips. The City's overall approach leverages off NSW Government transport investment, that provides alternatives for many motor vehicle trips, so fewer people are reliant on driving on surface streets in high value places like the city centre.

4.9. Save lives and reduces injuries

Feedback	Submissions	Online responses	City response
General support	2	5-10	Noted
Advocacy for road user education and enforcement	1	5-10	The City advocates to the NSW Government for enforcement of road rules to keep all road users safe.

4.10. Shape the city around a networked public transport system

Feedback	Submissions	Online responses	City response
General support	1	<5	Noted
Suggestions for additional public transport solutions, including a new light rail station at Wimbo Park on the South East Light Rail.		5-10	The City's current priorities for advocacy for new public transport responds to the City's planning framework, and the NSW Government's Future Transport framework. Once these are determined, the City will investigate additional public transport improvements. The Lord Mayor is advocating for a light rail stop at Wimbo Park.
Support for retention of existing bus access	1	5-10	The NSW Government is responsible for public transport network planning and operation. The City's view is that as new Metro investment is delivered, there could be opportunities for beneficial change to public transport. The City will always advocate for retention of important local bus services.

Item 4.

Post Exhibition - Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge

File No: X082392

Summary

This report follows the public exhibition of Planning Proposal: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge to amend the Sydney Local Environmental Plan 2012 (Sydney LEP). The planning proposal was prepared by the City following a request from the University of Sydney (the landowner).

The planning proposal is to rezone 2 Arundel Street to MU1 Mixed Use, and 2A-8 and 6-12 Parramatta Road to R1 General Residential, both from SP2 Infrastructure (Educational). The rezoning is to facilitate disposal of the properties so that funds are available for other student housing projects.

The proposed zones are consistent with the surrounding context. The terrace properties are ordinary residential buildings that have been consistently used for a residential purpose over time. Their return to a residential zoning will not create any impact. The Mackie Building at 2 Arundel Street has a history of light industrial uses. Its rezoning to MU1 Mixed Use will support a range of uses on the property in future, including light industrial, commercial and residential uses. This is consistent with the mix of uses found in the surrounding area, including commercial uses, such as a five-storey commercial-use building at 71-79 Arundel Street, and residential uses along Arundel.

The planning proposal was approved for public exhibition by Council and the Central Sydney Planning Committee on 15 and 11 May 2023, respectively. Following receipt of the Gateway Determination from the Department of Planning and Environment on 23 June, the planning proposal was exhibited from 18 September to 17 October 2023.

Three submissions were received in response to exhibition and are considered in detail in this report. Key matters raised in the submissions are:

- the existing height control should be lowered;
- the Mackie Building at 2 Arundel Street should be rezoned residential rather than mixed use;
- concerns about hazards during construction;
- protection of the terrace buildings' heritage character; and
- the potential traffic congestion and parking impacts.

No changes are recommended to the planning proposal in response to submissions as the proposed zoning, and other controls, are consistent with neighbouring sites and any potential impacts from development will be managed through any development application.

This report recommends that the planning proposal be approved. If it is approved, then a request would be made to the Department of Planning and Environment to draft the amendment to the Land Zoning Map. A request to Parliamentary Counsel is not required because the amendment is only to mapping. The amendment would come into effect when the amended Land Zoning Map is published on the NSW Legislation website.

Recommendation

It is resolved that:

- (A) Council note the three submissions received in response to the public exhibition of the Planning Proposal: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge as described in this report;
- (B) Council approve the Planning Proposal: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge, shown at Attachment A to the subject report, to be made as a local environmental plan under section 3.36 of the Environmental Planning and Assessment Act 1979; and
- (C) authority be delegated to the Chief Executive Officer to make minor variations to the Planning Proposal: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge to correct any minor errors prior to finalisation.

Attachments

- Attachment A.** Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge
- Attachment B.** Resolutions of Council and the Central Sydney Planning Committee
- Attachment C.** Gateway Determination

Background

1. This report follows the public exhibition of a planning proposal to amend the Sydney Local Environmental Plan 2012 (Sydney LEP) as it applies to the land at 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge. The subject sites are shown at Figure 1.

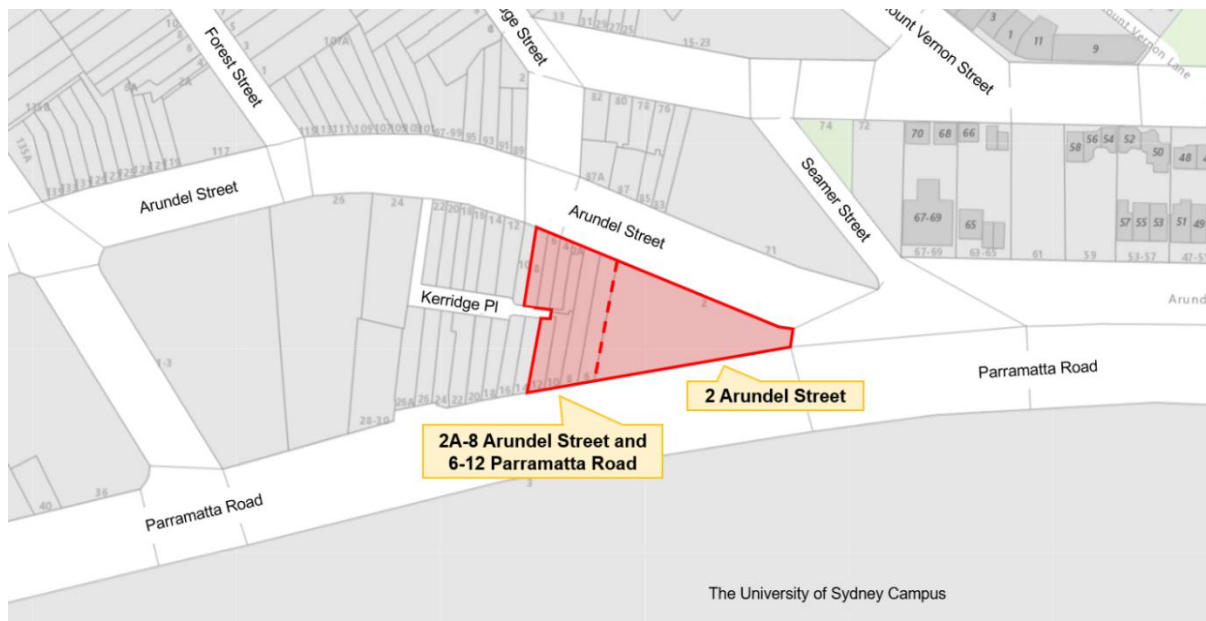


Figure 1. Indicative plan showing the site's location

2. Site details, current planning controls, proposed planning controls are described in the pre-exhibition report to the Transport, Heritage, Environment and Planning Committee and the Central Sydney Planning Committee (CSPC), available at: city.sydney/d4y.
3. The planning proposal was prepared in response to a request from the University of Sydney (the landowner). The planning proposal will rezone 2 Arundel Street (the Mackie Building) to MU1 Mixed Use, and 2A-8 Arundel Street and 6-12 Parramatta Road to R1 General Residential, both from SP2 Infrastructure (Education). The properties are Victorian terraces and a twentieth century commercial building repurposed for university uses. The planning proposal will only affect the site's zoning and makes no other changes to planning controls.
4. The planning proposal will allow a wider range of uses on the properties so their ongoing use is consistent with the surrounding residential neighbourhood and facilitate their sale by the University. Their current zoning, SP2 Infrastructure (Education) limits the land to educational uses and uses ordinarily incidental to education. This is useful for educational landowners as it facilitates development for educational purposes, however it is a significant limitation to the reasonable use of terrace houses and a commercial building by other owners.

5. In response to concerns raised by Council, correspondence from the University of Sydney, provided in an Information Relevant To Memorandum to Council in May 2023, notes that renovating or refurbishing the terraces that were previously used for student accommodation would be prohibitively expensive while providing a very limited amount of housing that would not meet contemporary standards for student accommodation. The rezoning facilitates the University's divestment of the properties in alignment with their Affordable Student Accommodation Strategy.
6. The University of Sydney also reiterated its ongoing commitment to increasing the amount of student accommodation around its main Darlington / Camperdown campus, noting that since 2015 the University has constructed 1,622 new student accommodation beds with rents set at a minimum of 25 per cent below market benchmarks.
7. Council and the Central Sydney Planning Committee (CSPC), at their meetings on 15 May 2023 and 11 May 2023 respectively, approved the planning proposal to be submitted to the Department of Planning and Environment (Department) for a Gateway Determination and for public authority consultation and public exhibition in accordance with any Gateway Determination conditions. Council and CSPC resolutions are shown at Attachment B.
8. This report recommends approval of the planning proposal to amend the Sydney Local Environmental Plan 2012. If approved, then a request would be made to the Department to publish the amendment to the Land Zoning Map. A request to Parliamentary Counsel is not required because the amendment is only to mapping. The amendment would come into effect when the amended Land Zoning Map is published on the NSW Legislation website.

Gateway Determination

9. The Department issued a Gateway Determination for the planning proposal on 23 June 2023. The Gateway Determination is shown at Attachment C. It delegated plan-making authority to Council to prepare the amendment to the Land Zoning Map to be incorporated into the Sydney Local Environmental Plan 2012.
10. The Gateway Determination required the planning proposal be revised prior to exhibition, to include additional commentary on its consistency with section 9.1 Ministerial Direction 4.4 Remediation of Contaminated Land. Following receipt of additional contamination assessment supplied by the proponent, the planning proposal was revised under Chief Executive Officer delegation on 11 September 2023 following approval from the Department on 5 September 2023 for public exhibition. The additional contamination assessment information was included in the exhibition material.
11. The Gateway Determination required the public exhibition start by 23 August 2023. However, because of delays in receiving the proponent's additional contamination assessment, the planning proposal did not begin exhibition until 18 September 2023. Subsequent correspondence between the City and the Department confirmed that this condition would be waived and that a Gateway Alteration was not required.

Public Exhibition

12. The planning proposal was publicly exhibited from 18 September to 17 October 2023, in accordance with the Gateway Determination and the City's Sydney Community Engagement Strategy and Participation Plan 2022.
13. The City sent 273 letters to owners and occupants of properties within 75 metres of the site, notifying them of the planning proposal's exhibition. The planning proposal was also advertised on the City's Sydney Your Say website and the NSW planning portal. The following local interest groups were also advised of the public exhibition and invited to make a submission:
 - (a) Glebe Chamber of Commerce;
 - (b) Coalition of Glebe Groups;
 - (c) The Glebe Society; and
 - (d) Forest Lodge and Glebe Coordination Group (FLAG).
14. One submission from the Glebe Society raised two concerns:
 - (a) that the existing height control applied to the subject land, 12 metres, should be lowered to 9 metres to ensure that future development is in accordance with the objectives of the surrounding heritage conservation area; and
 - (b) that 2 Arundel Street should be rezoned to R1 General Residential instead of MU1 Mixed Use, to reduce conflict with Arundel Street's residential character as well as potential adverse traffic impacts.
15. The existing height controls are consistent with the surrounding height controls. Figure 2 shows that other properties on the block, including west-adjointing terrace dwellings along Arundel Street, are all affected by a 12-metre height control. An exception is 26-30 Parramatta Road, which hosts a four-storey apartment building and has a higher control of 15 metres. Notwithstanding, the heritage controls applied to the land are not changed by this planning proposal and would be applicable considerations at the development application stage.

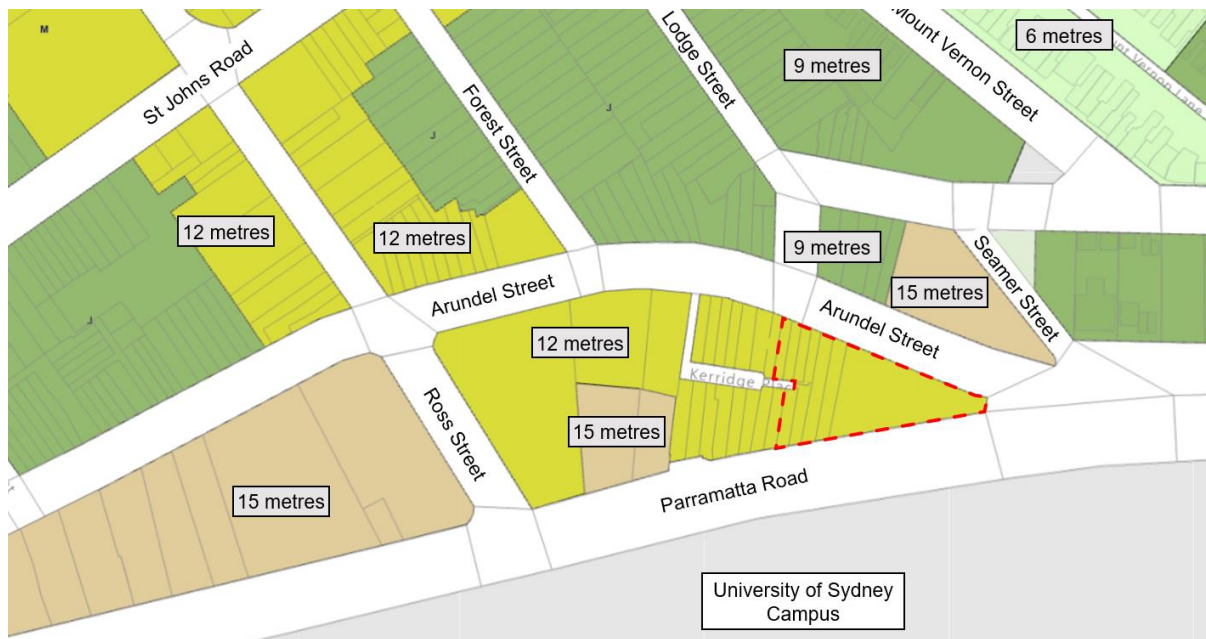


Figure 2. An indicative plan showing the site and surrounding height of building controls

16. The proposed zoning of the Mackie Building at 2 Arundel Street to MU1 Mixed Use is also consistent with the area. The building is currently used for offices by the University and featured other non-residential uses prior to the University occupation. A MU1 zoning will allow non-residential uses to continue and avoid creating exiting use rights. The proposed zoning will also allow residential uses which are currently not permitted. While other commercial uses will become permissible with the rezoning, this is compatible with surrounding uses and supports its integration with other commercial uses along Parramatta Road.

17. Figure 3 below shows a number of non-residential uses on the block, facilitated by the E3 Productivity Support zone that supports light industries, warehouses, and other land uses that meet the needs of businesses and industries. Figure 3 also highlights a number of nearby, non-residential uses within the surrounding R1 zone, indicating that nearby uses are not consistently used for dwellings.

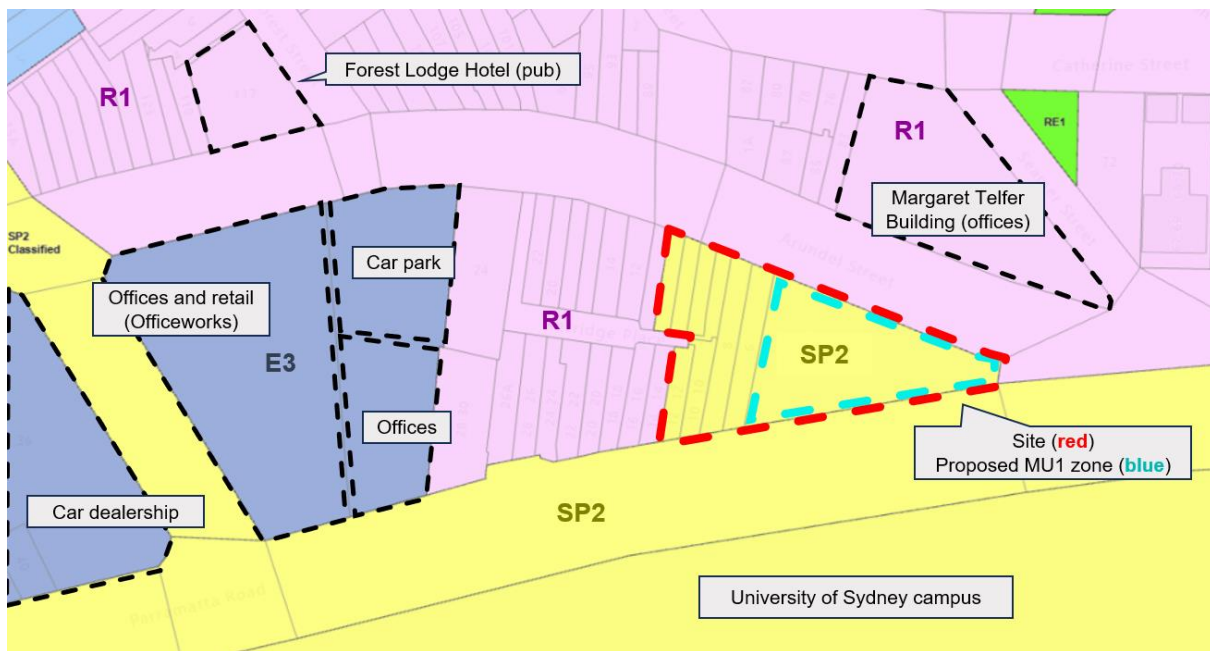


Figure 3. An indicative plan showing the site, surrounding zones, and non-residential uses (shown using black dashed lines)

18. The planning proposal does not increase the development potential of the sites and will therefore not significantly increase traffic or trip generation. Notwithstanding, any future development application will require detailed traffic assessment.
19. In addition to the submission from the Glebe Society, two were received from individuals. One of these supported the planning proposal. The other raised a number of concerns addressed below:

- (a) that lead paint on the terraces may cause hazards and trigger safe work requirements if the terraces are redeveloped or renovated.

Response: Work health and safety legislation sets out the rules for working with a lead process, including removing lead paint.

- (b) that future renovation (in particularly external works such as additions) or redevelopment of the terrace buildings may adversely affect their heritage character and heritage character of the wider area.

Response: This planning proposal does not change the development controls applied to the land. The planning proposal does not allow additional height or density and existing heritage controls which support the conservation of the terraces continue to apply.

- (c) that hazardous materials within the soil may be disturbed by future development.

Response: A preliminary contamination assessment from the proponent concluded that the that the land's current configuration is low risk. Contamination will be assessed at the development stage under State Environmental Planning Policy (Resilience and Hazards) 2021.

- (d) that an increased amount of "high-rise" development in the vicinity may worsen surrounding traffic congestion and overtax street parking supply.

Response: This planning proposal does not increase development densities permitted on the land and will not result in traffic or parking impacts.

- (e) works or construction subsequent to this planning proposal would affect surrounding dwellings, via an increased presence of tradespeople, who would use up on-street parking.

Response: The impacts of construction, if the site is redeveloped, will be considered as part of a detailed development application. Tradespeople are subject to the City's parking policies and restrictions.

- (f) that Kerridge Place, a laneway behind the terrace buildings, should be extended by Council acquiring private land, to form a loop and create a second connection with Arundel Street.

Response: Acquisition private sites in this block and extension of the lane is not identified in the infrastructure works lists of the City's contributions plans. Extension of the lane would have very limited benefit to the wider community.

20. The Gateway Determination required the Department of Education be consulted and given 30 working days to respond. However, the Department of Education confirmed that they would not lodge a submission in response to the planning proposal.
21. No post-exhibition changes to the planning proposal are recommended.

Key Implications

Strategic Alignment

22. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. The proposed planning controls are aligned with the strategic directions and objectives.
23. The proposed planning controls give effect to the liveability and productivity priorities in the Greater Sydney Commission's Greater Sydney Region Plan and Eastern City District Plan and the City's Local Strategic Planning Statement.

Relevant Legislation

24. Environmental Planning and Assessment Act 1979.
25. Environmental Planning and Assessment Regulation 2021.

Critical Dates / Time Frames

26. The Gateway Determination requires the planning proposal to be made by 23 January 2024.
27. The amendment to the Sydney Local Environmental Plan 2012 will come into effect when the amended Land Zoning Map is published on the NSW Legislation website.

GRAHAM JAHN AM

Director City Planning, Development and Transport

Ben Schneider, Cadet Planner

Tamara Bruckshaw, Manager Major Projects Planning

Attachment A

**Planning Proposal – 2, 2A-8
Arundel Street and 6-12 Parramatta
Road, Forest Lodge**

Planning Proposal – 2-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge



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Executive Summary

The City of Sydney (the City) has prepared this planning proposal for 2A and 2-8 Arundel Street and 6-12 Parramatta Road in Forest Lodge (the site) following a request from the owner, the University of Sydney (the University).

The University considers the site to be surplus to its requirements and wishes to sell it. Without rezoning, the site would be limited to an educational use as it is currently zoned SP2 Infrastructure (Educational Establishment). The purpose of this planning proposal is to allow non-university uses on the site by rezoning 2A-8 Arundel Street and 6-12 Parramatta Road to R1 General Residential, and 2 Arundel Street to MU1 Mixed Use. This planning proposal will not affect any other controls in the Sydney Local Environmental Plan 2012 (Sydney LEP).

The proposed rezoning to R1 General Residential at 2A-8 Arundel Street and 6-12 Parramatta Road (the terrace properties) is consistent with surrounding area's residential use and character, as well as the existing development being a number of previously residential use terrace houses. Rezoning 2 Arundel Street (the office building) to MU1 Mixed Use is consistent with the existing use of the building.

This planning proposal has been prepared in accordance with s3.33 of the Environmental planning and Assessment Act 1979 and the Department of Planning and Environment's Guide to Preparing Planning Proposals and Guide to Preparing Local Environmental Plans.

1. Background

1.1 Landowner request

In June 2021 the University submitted a request to prepare a planning proposal for the site, included as Attachment A1 to this planning proposal. The request includes further justification for the rezoning request. The City has prepared this planning proposal following a consideration of the request and accompanying report.

1.2 Site identification

This planning proposal relates to the properties 2A and 2-8 Arundel Street and 6-12 Parramatta Road in Forest Lodge. The legal descriptions and basic qualities of the properties are provided below in Table 1.

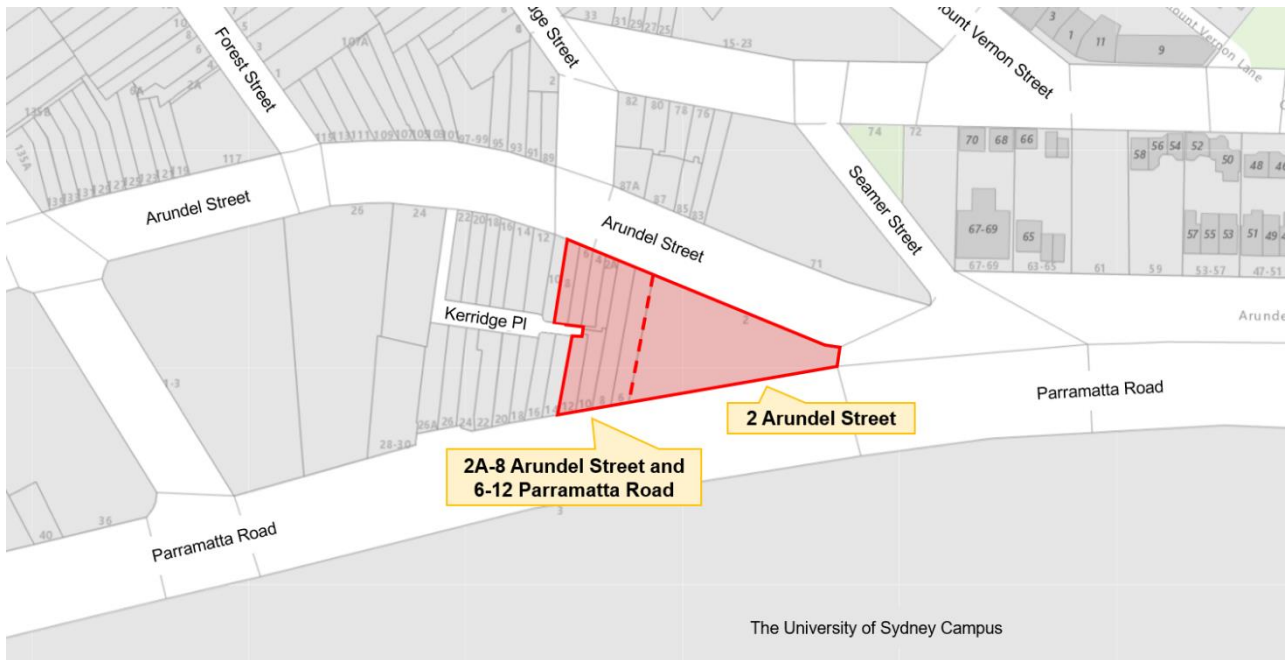
Table 1. Legal descriptions and basic qualities of the affected properties

Address	Legal description	Area (sqm)	Existing Development
2 Arundel St	Lots 3-6 DP 979837 and Lot 7 DP 78194	1393.2	Two storey cream brick, Art Deco style office building
2A Arundel St	Lot E1 DP 439229	94.9	Two storey terrace house
4 Arundel St	Lot D1 DP 439229	94.9	Two storey terrace house
6 Arundel St	Lot C1 DP 439229	101.2	Two storey terrace house
8 Arundel St	Lot B1 DP 439229	101.2	Two storey terrace house
6 Parramatta Rd	Lot 1 DP 979837	251.0	Two storey house
8 Parramatta Rd	Lot 1 DP 90215	234.0	Two storey house
10 Parramatta Rd	Lot K1 DP 439229	132.8	Two storey terrace house
12 Parramatta Rd	Lot J1 DP 439229	120.2	Two storey terrace house

1.3 Site location

The site and the locality is shown at Figure 1.

Figure 1. Indicative plan showing the site's location and locality



The properties at 6 to 12 Parramatta Road are located above the Parramatta Road retaining wall, along a narrow pedestrian walkway. The walkway can be accessed via Chapman Stairs from Parramatta Road or from the intersection of Arundel Street with Parramatta Road.

The properties are located within Forest Lodge, in close proximity to Central Sydney. The area north of the site is predominantly residential and development is characterised by typical Victorian one and two storey terrace houses. The area south of the site, across Parramatta Road, is the University of Sydney campus. The properties form an acute triangle shape at the intersection of Parramatta Road and Arundel Street. The context is shown in Figure 2 below.

Figure 2. Site context and suburb boundaries



2. Current planning controls

2.1 Zoning

The properties are currently zoned SP2 Infrastructure (Educational Establishment) in the Sydney LEP. Permissible uses within this zone are limited to the purpose shown on the Land Zoning Map, being for an education establishment, or any development ordinarily incidental or ancillary for that purpose.

2.2 Development controls

This planning proposal will not change any development controls applied to the site. Existing development controls are applied to the site using principal development standards at Part 4 of the Sydney LEP and the Sydney Development Control Plan 2012 (Sydney DCP).

The existing maximum building height across the properties is 12 metres in Sydney LEP.

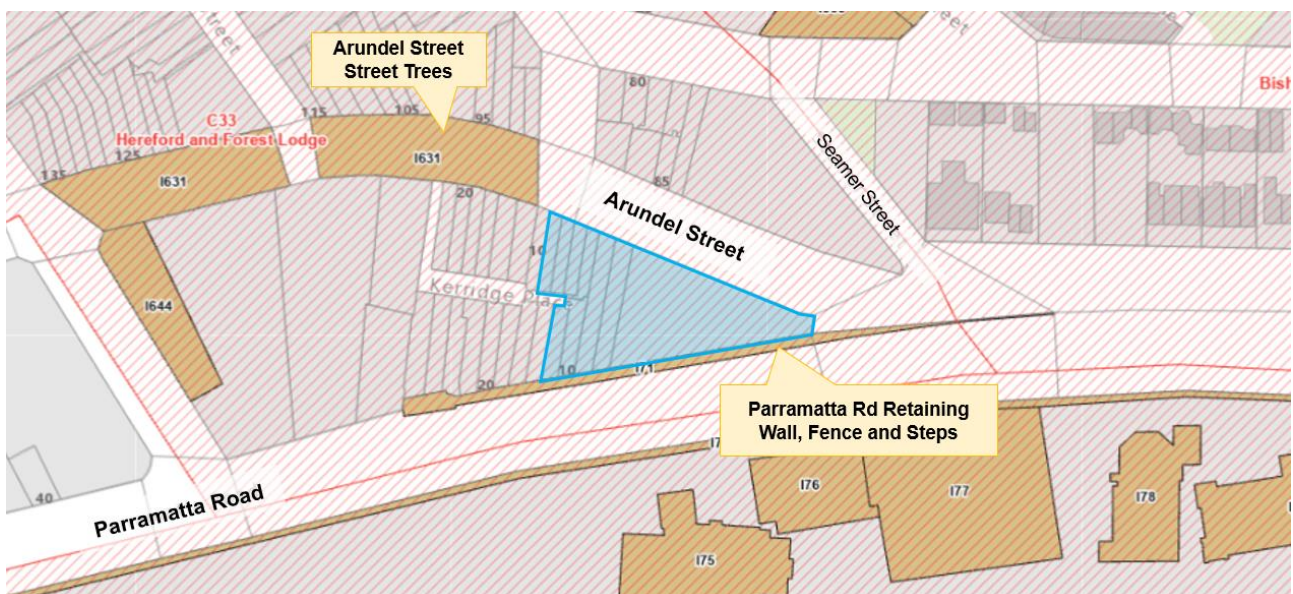
The existing floor space ratio (FSR) for 2 Arundel Street is 1.5:1.

The existing FSR for the remaining properties is 1.25:1.

2.3 Heritage

The properties are located within the Hereford and Forest Lodge Heritage Conservation Area (ref C33). None of the properties are identified as heritage items in Sydney LEP. The location of nearby heritage items and the boundaries of the conservation area are shown below in Figure 3.

Figure 3. Indicative plan showing the locations of heritage items and the boundary of the heritage conservation area



3. Objectives and intended outcomes

The objective and intended outcome of this planning proposal is to rezone properties currently owned by the University, in accordance with the following:

- Rezoning the properties at 2A, 4, 6, and 8 Arundel Street and 6, 8, 10 and 12 Parramatta Road to R1 Residential from SP2 Infrastructure (Educational Establishment),
- Rezoning the property at 2 Arundel Street is zoned to MU1 Mixed Use from SP2 Infrastructure (Educational Establishment).

4. Explanation of provisions

To achieve the intended outcomes it is proposed to amend sheet LZN_009 of the Land Zoning Map be made so that the properties are rezoned from SP2 Infrastructure (Educational) to R1 residential for the terrace properties, and MU1 Mixed Use for the office building.

Table 2. Land use zone changes

Address	Current land use zone	Proposed land use zone
2 Arundel St	SP2 Infrastructure (Educational Establishment)	MU1 Mixed Use
2A Arundel St	SP2 Infrastructure (Educational Establishment)	R1 General Residential
4 Arundel St	SP2 Infrastructure (Educational Establishment)	R1 General Residential
6 Arundel St	SP2 Infrastructure (Educational Establishment)	R1 General Residential
8 Arundel St	SP2 Infrastructure (Educational Establishment)	R1 General Residential
6 Parramatta Rd	SP2 Infrastructure (Educational Establishment)	R1 General Residential
8 Parramatta Rd	SP2 Infrastructure (Educational Establishment)	R1 General Residential
10 Parramatta Rd	SP2 Infrastructure (Educational Establishment)	R1 General Residential
12 Parramatta Rd	SP2 Infrastructure (Educational Establishment)	R1 General Residential

5. Justification

The purpose of this planning proposal is to allow non-university related uses on the properties, by rezoning the terrace properties to R1 Residential and the office building to MU1 Mixed Use, both from SP2 Infrastructure (Educational Establishment). Without a change to the zoning, the use of the land would be limited to educational establishment or related uses. The proposal is considered to be of minor strategic impact.

Strategic merit

City Plan 2036

The properties are outside the City Fringe and the Eastern Creative Precinct, and are not specifically identified for either housing or jobs growth in City Plan 2036. This proposal would allow the properties to maintain their current uses as a mix of housing and office premises but without the requirement to be linked to an educational establishment. University uses will remain prominent in the area due to the proximity to the Camperdown campus of Sydney University. The proposal is not considered strategically significant. It is not inconsistent with City Plan 2036.

Eastern City District Plan 2018

This proposal would allow the properties to maintain their current uses as a mix of housing and office premises but without the requirement to be linked to an educational establishment. University uses will remain prominent in the area due to the proximity to the Camperdown campus of Sydney University. This planning proposal is not considered strategically significant and is not inconsistent with the goals and priorities of the Eastern City District Plan 2018 (ECDP).

Site-specific merit

The planning proposal will not result in any significant change to the use of the land, or the intensity of that use. It will allow residential, and office uses that are not connected to an educational establishment. University uses will remain prominent in the area due to the proximity to the Camperdown campus of Sydney University.

The proposed uses for the terrace house properties at 2A to 8 Arundel Street and 6 to 12 Parramatta Road complement the existing R1 General residential land use zone that exists along much of Arundel Street and most of Forest Lodge. The properties are all residential and previously used for University student accommodation purposes. They are currently vacant and require substantial maintenance to be suitable for accommodation use. Their change to a general residential use will not conflict the existing Forest Lodge area or the existing residential character of Arundel Street.

The proposed rezoning of 2 Arundel Street from SP2 Infrastructure (Educational Establishments) to a B4 Mixed Use zone will:

- Be consistent with the existing University office use already existing on that property and building, and which was originally designed for offices/storage;
- Complement the University office use of the 4-storey Margaret Telfer building directly opposite this site at 71-79 Arundel Street (junction of Arundel and Seamer Streets); and

- Allow for a commercial adaptive reuse or a residential conversion of the existing building. Neither proposed use is inconsistent with current uses operating either on the site (commercial office) or within the street (residential).

Section A – Need for the planning proposal

Question	City response
Q1. Is the planning proposal a result of any strategic study or report?	The planning proposal is not the result of any specific strategic work. It is not considered strategically significant and is not inconsistent with the City's strategies including City Plan 2036, and Sustainable Sydney 2030-50.
Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	Yes, the main objective of this planning proposal is to remove the requirement that the use of the land be limited to educational establishments. A planning proposal is required to change the zoning which requires an educational establishment use.

Section B1 – Relationship to the strategic planning framework

Question	City response
Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and the exhibited draft strategies)?	<p>Yes. The Greater Sydney Region Plan and the Eastern District City Plan are both prepared by the NSW Government and are the regional plans relevant to the site.</p> <p>This planning proposal is of minor strategic significance and is not inconsistent with the objectives and actions of these strategies.</p>
Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?	<p>Yes. The City's vision for land use and planning is set out within City Plan 2036, the City's local strategic planning statement, and Sustainable Sydney 2030-2050. The site is not identified for housing or jobs growth in either of these strategies.</p> <p>This planning proposal is of minor strategic significance and is not inconsistent with the objectives and actions of these strategies.</p>
Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?	Yes, the planning proposal is consistent with applicable SEPPs. See section B2.
Q6. Is the planning proposal consistent with applicable Ministerial Directions (s9.1 directions)?	Yes, the planning proposal is consistent with applicable Ministerial Directions. See section B3.

Section B2 – Assessment of planning proposal against applicable SEPPs

SEPP	Comment
SEPP (Biodiversity and Conservation) 2021	This planning proposal is consistent.
SEPP (Building Sustainability Index: BASIX) 2004	Not applicable to this proposal.
SEPP (Exempt and Complying Development Codes) 2008	This planning proposal is consistent.
SEPP (Housing) 2021	This planning proposal is consistent.
SEPP (Industry and Employment) 2021	This planning proposal is consistent.
SEPP (Planning Systems) 2021	This planning proposal is consistent.
SEPP (Precincts–Central River City) 2021	Not applicable to this proposal.
SEPP (Precincts–Eastern Harbour City) 2021	This planning proposal is consistent.
SEPP (Precincts–Regional) 2021	Not applicable to this proposal.
SEPP (Precincts–Western Parkland City) 2021	Not applicable to this proposal.
SEPP (Primary Production) 2021	Not applicable to this proposal
SEPP (Resilience and Hazards) 2021	This planning proposal is consistent.
SEPP (Resources and Energy) 2021	This planning proposal is consistent
SEPP No 65 - Design Quality of Residential Flat Development	Not applicable to this proposal.
SEPP (Transport and Infrastructure) 2021	This planning proposal is consistent

Section B3 – Assessment of planning proposal against applicable Ministerial Directions

Ministerial Direction	Response
Ministerial Direction 1.1 Implementation of Regional Plans	Consistent. The planning proposal will give effect to objectives and priorities of the Greater Sydney Region Plan per the response to Q3 above.
Ministerial Direction 1.2	Not applicable.

Ministerial Direction	Response
Development of Aboriginal Land Council Land	
Ministerial Direction 1.3 Approval and Referral Requirements	Consistent. The planning proposal does not include provisions that require the concurrence, consultation or referral of any future development application to a Minister or public authority. Future development in accordance with the proposed amendments will not be designated development.
Ministerial Direction 1.4 Site Specific Provisions	Consistent. The planning proposal will not further restrict the range of uses permissible on the site. Rather, it seeks to remove an existing zoning that is restrictive and could prevent suitable uses from occurring on the site.
Ministerial Direction 1.5 Parramatta Road Urban Transformation Strategy	Not applicable.
Ministerial Direction 1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
Ministerial Direction 1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
Ministerial Direction 1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
Ministerial Direction 1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
Ministerial Direction 1.10 Implementation of the Western Sydney Aerotropolis Plan	Not applicable.
Ministerial Direction 1.11 Implementation of Bayside West Precincts 2036 Plan	Not applicable.

Ministerial Direction	Response
Ministerial Direction 1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.
Ministerial Direction 1.13 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable.
Ministerial Direction 1.14 Implementation of Greater Macarthur 2040	Not applicable.
Ministerial Direction 1.15 Implementation of the Pymont Peninsula Place Strategy	Not applicable.
Ministerial Direction 1.16 North West Rail Link Corridor Strategy	Not applicable.
Ministerial Direction 1.17 Implementation of the Bays West Place Strategy	Not applicable.
1.18 Implementation of the Macquarie Park Innovation Precinct	Not applicable.
Ministerial Direction 1.19 Implementation of the Westmead Place Strategy	Not applicable.
Ministerial Direction 1.20 Implementation of the Camellia-Rosehill Place Strategy	Not applicable.
Ministerial Direction 1.21 Implementation of the South West Growth Area Structure Plan	Not applicable.
Ministerial Direction 1.22 Implementation of the Cherrybrook Station Place Strategy	Not applicable.
Ministerial Direction 3.1 Conservation Zones	Not applicable.

Ministerial Direction	Response
Ministerial Direction 3.2 Heritage Conservation	Consistent. The affected properties are not heritage items and the planning proposal does not alter existing heritage controls applied to the site. Any development application subsequent to this planning proposal will be subject to a detailed heritage assessment, if required.
Ministerial Direction 3.3 Sydney Drinking Water Catchments	Not applicable.
Ministerial Direction 3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
Ministerial Direction 3.5 Recreation Vehicle Area	Not applicable.
Ministerial Direction 3.6 Strategic Conservation Planning	Not applicable.
Ministerial Direction 3.7 Public Bushland	Not applicable.
Ministerial Direction 3.8 Willandra Lakes Region	Not applicable.
Ministerial Direction 3.9 Sydney Harbour Foreshores and Waterways Area	Not applicable.
Ministerial Direction 3.10 Water Catchment Protection	Not applicable.
Ministerial Direction 4.1 Flooding	Consistent. The site is not located on flood affected land.
Ministerial Direction 4.2 Coastal Management	Not applicable.
Ministerial Direction 4.3 Planning for Bushfire Protection	Not applicable.
Ministerial Direction 4.4 Remediation of Contaminated Land	The land at 2A-8 Arundel Street and 6-12 Parramatta Road has been historically used for residential purposes (student accommodation), effectively functioning as residentially zoned land. The land at 2 Arundel Street (the Mackie

Ministerial Direction	Response
	<p>building) is currently used for commercial purposes, consistent with a mixed use zoning.</p> <p>Notwithstanding this, the proposed zoning changes, that may facilitate residential uses on a portion of the site that has been more recently used for commercial uses, requires assessment against the Ministerial Direction 4.4</p> <p>A Preliminary Site Investigation (the Investigation) has been submitted by the proponent, to satisfy to a Gateway condition that required further assessment against this direction.</p> <p><i>On-site contamination</i></p> <p>The Investigation determines that the main potential source of contamination is the former Consolidated Neon business which operated at the site in the location of the existing Mackie building, though notes different industrial uses may have occurred on the site before Consolidated Neon.</p> <p>The Investigation concludes that the potential contaminants from the historic use as a neon signs manufactory are low risk.</p> <p><i>Off-site contamination</i></p> <p>The Investigation states that there are no premises within 500m of the site that have been notified to the NSW EPA as a contaminated site under Section 60 of the Contaminated Land Management Act 1997 (NSW).</p> <p>Notwithstanding, a number of historical uses in the surrounding area that may have contributed to contamination are identified (p10). These include:</p> <ul style="list-style-type: none"> • Grace Bros. Service Station, Corner Parramatta Road and Ross Street, Forest Lodge (Motor Garage, 1948-1976, 100m northwest). • Lanham’s Laundry Pty Ltd, 3 Forest Street Forest Lodge (Dry Cleaner, Presser or Dryer, 1948-1986, 81m west). <p>The Investigation determines that there is a low risk of on-site contamination and a low risk of contamination from offsite sources (p13).</p> <p><i>Conclusion</i></p> <p>Subject to 1(b) of the Ministerial Direction, the city notes the low risk of contaminants identified in the report and is satisfied that a more detailed study will be lodged with any future development application to use the site for residential purposes. The land will need to be appropriately remediated at that time to a standard that is appropriate for the proposed use.</p>
<p>Ministerial Direction 4.5 Acid Sulfate Soils</p>	<p>Consistent. The site is located on land identified as Class 5 Acid Sulfate Soils as per the Acid Sulfate Soils Map in the LEP. The nearest Class 3 area to the site is located 550m to</p>

Ministerial Direction	Response
	<p>its west, at Orphan School Creek. The nearest Class 2 area to the site is located 890m to its east, in Ultimo at the intersection of Smail and Mountain Streets.</p> <p>Most of the properties on the site have been used residentially as student accommodation.</p> <p>The planning proposal is accompanied by a Preliminary Site Investigation that included a review of acid sulfate soils, which determined that there was a low probability of acid sulfate soils occurring on the site.</p> <p>A detailed Geotechnical Statement will accompany the detailed development application. The Statement will appropriately respond to the presence of acid sulfate soils, as well as detail how works will avoid their disturbance or impact on sensitive uses.</p>
<p>Ministerial Direction 4.6 Mine Subsidence and Unstable Land</p>	<p>Not applicable.</p>
<p>Ministerial Direction 5.1 Integrating Land Use and Transport</p>	<p>Consistent. The site is located in an area that is well serviced by existing public and private transport options.</p> <p>Additionally, the rezoning will not affect the extent to which the site's use may be intensified. As such it will not contribute to increased use of transport infrastructure.</p>
<p>Ministerial Direction 5.2 Reserving Land for Public Purpose</p>	<p>Not applicable.</p>
<p>Ministerial Direction 5.3 Development Near Regulated Airports and Defence Airfields</p>	<p>Not applicable.</p>
<p>Ministerial Direction 5.4 Shooting Ranges</p>	<p>Not applicable.</p>
<p>Ministerial Direction 6.1 Residential Zones</p>	<p>Consistent. The planning proposal will return the terrace properties to a general residential zoning, and in doing so will contribute to the housing stock in the area.</p>
<p>Ministerial Direction 6.2 Caravan Parks and Manufactured Home Estates</p>	<p>Not applicable.</p>
<p>Ministerial Direction 7.1 Business and Industrial Zones</p>	<p>Consistent. The planning proposal will rezone the office building to mixed use, allowing subsequent owners to create commercial uses should they determine to do so.</p>
<p>Ministerial Direction 7.2</p>	<p>Not applicable.</p>

Ministerial Direction	Response
Reduction in non-hosted short-term rental accommodation period	
Ministerial Direction 7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
Ministerial Direction 8.1 Mining, Petroleum Production and Extractive Industries	Not applicable.
Ministerial Direction 9.1 Rural Zones	Not applicable.
Ministerial Direction 9.2 Rural Lands	Not applicable.
Ministerial Direction 9.3 Oyster Aquaculture	Not applicable.
Ministerial Direction 9.4 Farmland of State Regional Significance on the NSW Far North Coast	Not applicable.

Section C – Environmental, social and economic impact

Question	City response
Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?	No. The planning proposal will not result in any significant change to the use of the land, or the intensity of that use.
Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	No. The planning proposal will not result in any significant change to the use of the land, or the intensity of that use.
Q9. Has the planning proposal adequately addressed any social and environmental effects?	The planning proposal will not result in any significant change to the use of the land, or the intensity of that use. No social or environmental effects are likely as an outcome of this proposal.

Section D – State and Commonwealth interests

Question	City response
Q10. Is there adequate public infrastructure for the planning proposal?	Yes, there is adequate public infrastructure to support this planning proposal. It is noted that this planning proposal would not change the intensity of use on the properties.
Q11. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway determination?	The Gateway Determination will identify the public authorities to be consulted as part of the planning proposal process and any views expressed will be included in this planning proposal following consultation. Formal consultation has not yet commenced.

6. Mapping

Figure 4 below is indicative of how this planning proposal would amend sheet LZN_009 of the Land Zoning Map as adopted by the Sydney LEP.

Figure 4. Existing and proposed zoning for the site



7. Community consultation

This planning proposal is to be exhibited in accordance with the Gateway Determination once issued by the Department of Planning and Environment.

It is anticipated that the Gateway Determination will require public exhibition for a period of not less than 20 working days in accordance with the Environmental Planning and Assessment Act 1979 and s4.5 of the Department's guide to Preparing Local Environmental Plans.

Notification of the public exhibition will be consistent with the Gateway Determination and the City's Community Participation Plan. This will include publication on the City of Sydney website and notification via letters to surrounding owners and occupiers.

Consultation with relevant NSW agencies, authorities, and other referred entities will be undertaken if and where needed and in accordance with the Gateway Determination.

8. Project timeline

The anticipated timeline for the completion of the planning proposal is as follows:

Stage	Timeframe
Commencement / Gateway Determination	June 2023
Government agency consultation	July 2023
Public exhibition	July 2023
Consideration of submissions	August-September 2023
Post-exhibition consideration of proposal	October 2023
Draft and finalise LEP	November-December 2023
LEP made	January 2024
Plan forwarded to the Department of Planning and Environment for notification	January 2024



Attachment B

**Resolutions of Council and the Central
Sydney Planning Committee**

Resolution of Council

15 May 2023

Item 8.4

Public Exhibition - Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge, 90 and 100-104 Brougham Street, Potts Point, and 85-93 Commonwealth Street, Surry Hills - Sydney Local Environmental Plan 2012 Amendment

It is resolved that:

- (A) Council approve the Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge as shown at Attachment A to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;
- (B) Council approve the Planning Proposal - 90 and 100-104 Brougham Street, Potts Point as shown at Attachment B to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;
- (C) Council approve the Planning Proposal - 85-93 Commonwealth Street, Surry Hills, as shown at Attachment C to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

- (D) Council seek authority from the Department of Planning and Environment to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills; and
- (E) authority be delegated to the Chief Executive Officer to make any minor variations to Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills, to correct any drafting errors or to ensure consistency with the Gateway Determination.

Clause (A) was carried on the following show of hands:

Ayes (7) The Chair (the Lord Mayor), Councillors Davis, Gannon, Jarrett, Kok, Scott and Worling

Noes (2) Councillors Ellsmore and Weldon.

Clauses (B) to (E) were carried unanimously.

X082392

Resolution of Central Sydney Planning Committee

11 May 2023

Item 6

Public Exhibition - Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge, 90 and 100-104 Brougham Street, Potts Point, and 85-93 Commonwealth Street, Surry Hills - Sydney Local Environmental Plan 2012 Amendment

Moved by the Chair (the Lord Mayor), seconded by Councillor Kok –

It is resolved that:

- (A) the Central Sydney Planning Committee approve the Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge as shown at Attachment A to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

- (B) the Central Sydney Planning Committee approve the Planning Proposal - 90 and 100-104 Brougham Street, Potts Point as shown at Attachment B to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

- (C) the Central Sydney Planning Committee approve the Planning Proposal - 85-93 Commonwealth Street, Surry Hills, as shown at Attachment C to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;
- (D) the Central Sydney Planning Committee note the recommendation to Council's Transport, Heritage, Environment and Planning Committee on 8 May 2023 that Council seek authority from the Department of Planning and Environment to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills; and
- (E) authority be delegated to the Chief Executive Officer to make any minor variations to Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills, to correct any drafting errors or to ensure consistency with the Gateway Determination.

Carried unanimously.

X082392

Attachment C

Gateway Determination

Gateway Determination

Planning proposal (Department Ref: PP-2023-784): to amend the land use zones for 2, 2A, 4, 6 and 8 Arundel Street and 6, 8, 10 and 12 Parramatta Road, Forest Lodge.

I, the Director, City of Sydney and Eastern District at the Department of Planning and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Sydney Local Environmental Plan 2012 to amend the land use zones for 2, 2A, 4, 6 and 8 Arundel Street and 6, 8, 10 and 12 Parramatta Road, Forest Lodge should proceed subject to the following conditions:

1. The planning proposal is to be revised prior to public exhibition to:
 - (a) update the commentary regarding section 9.1 Ministerial Direction 4.4 Remediation of Contaminated Land.
2. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:
 - (a) the planning proposal is categorised as standard as described in the *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2022) and must be made publicly available for a minimum of 20 working days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2022).

Exhibition must commence within 2 months following the date of the Gateway determination.

3. Consultation is required with the NSW Department of Education under section 3.34(2)(d) of the EP&A Act. The NSW Department of Education is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 30 working days to comment on the proposal.
4. The planning proposal is to be revised prior to finalisation to:
 - (a) include information that demonstrates consistency with, or that any inconsistency is justified and/or of minor significance, in relation to section 9.1 Direction 4.4 Remediation of Contaminated Land.
5. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

6. The Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the EP&A Act subject to the following:
 - (a) the planning proposal authority has satisfied all the conditions of the gateway determination;
 - (b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the EP&A Act or the Secretary has agreed that any inconsistencies are justified; and
 - (c) there are no outstanding written objections from public authorities.
7. The planning proposal should be reported to Council for a final recommendation no later than 5 months from the date of the Gateway determination.
8. The LEP should be completed on or before 23 January 2024.

Dated 23rd day of June 2023.



Katie Joyner
Director, City of Sydney and Eastern
District
Planning and Land Use Strategy
Department of Planning and Environment

Delegate of the Minister for Planning and
Public Spaces

Item 5.

Post Exhibition - Planning Proposal - 85-93 Commonwealth Street, Surry Hills - Sydney Local Environmental Plan 2012 Amendment

File No: X096329.003

Summary

Lower Surry Hills is in 'Tech Central' and the City Fringe and is part of the Eastern Creative Precinct. Its high amenity, good accessibility and unique authentic character, former warehouse buildings and lower rents attracts creative firms and their workers. This appeal helps grow the City's creative industry and strengthen its global competitiveness. Increasing the amount employment floor space in Surry Hills is a priority across City and State strategies, namely the Local Strategic Planning Statement and Eastern City District Plan.

This report recommends Council approve a planning proposal recently exhibited for 85-93 Commonwealth Street, Surry Hills. The planning proposal will amend the Sydney Local Environmental Plan 2012 to allow for a three-storey addition to an existing four-storey office building. This involves increasing the maximum floor space ratio (FSR) from 3:1 to 4.5:1 and changing the maximum building height from 18 metres (RL approximately 41.5) to RL 50.5 on the site's north, RL 47.2 across its middle and RL 40 on its south. To incentivise development that aligns with strategic priorities, the proposed controls will be limited to business, cultural and other similar uses.

The planning proposal was approved for public exhibition by Council and the Central Sydney Planning Committee on 15 and 11 May 2023 respectively. Following receipt of the Gateway Determination from the Department of Planning and Environment on 21 June, the planning proposal was exhibited from 21 August to 18 September 2023.

Seventeen submissions were received from 16 submitters in response to exhibition. Four submissions supported the planning proposal and 13 raised concerns. Most concerns related to the overshadowing impacts on private open space and Harmony Park. Other concerns were about traffic, office demand and the appearance of the proposed envelope. A summary of submissions and responses is provided at Attachment A.

While the exhibited envelope complied with the heights determined by the Harmony Park Sun Access Plane, the proposed envelope has been amended post-exhibition. The amendments to the envelope avoid overshadowing private open space and further reduce overshadowing to Harmony Park. The revised envelope responds to submissions about overshadowing, and the amendments respond to updated shadow analysis that showed the exhibited envelope partly overshadowing some private open space of a terrace dwelling, south of the site. Other matters such as traffic and office demand are manageable and able to be dealt with at the development application stage.

It is recommended that the planning proposal be approved as amended. If the planning proposal is approved, then a request will be made to Parliamentary Counsel to draft the amendment to the Local Environmental Plan. The amendment would come into effect when published on the NSW Legislation website.

Recommendation

It is resolved that:

- (A) Council note the issues raised in the Summary of Submissions as shown at Attachment A to the subject report;
- (B) Council approve the Planning Proposal – 85-93 Commonwealth Street, Surry Hills (as amended) as shown at Attachment B to the subject report to be made as a local environmental plan under section 3.36 of the Environmental Planning and Assessment Act 1979; and
- (C) authority be delegated to the Chief Executive Officer to make minor variations to the Planning Proposal – 85-93 Commonwealth Street, Surry Hills (as amended) to correct any minor errors prior to finalisation.

Attachments

- Attachment A.** Summary of Submissions
- Attachment B.** Planning Proposal - 85-93 Commonwealth Street, Surry Hills (post-exhibition amendments shown in red)
- Attachment C.** Resolutions of Council and the Central Sydney Planning Committee
- Attachment D.** Gateway Determination

Background

1. This report follows the public exhibition of a planning proposal to amend the Sydney Local Environmental Plan 2012 (LEP) as it applies to the site at 85-93 Commonwealth Street, Surry Hills.

Site

2. On the land currently sits a four-storey brick office building with basement built to the boundary and without setbacks. The existing building's height is approximately RL 40 and its floor space ratio (FSR) is 3.18:1, which is more than the existing Local Environmental Plan's maximum, 3:1. The site area is 571 square metres, and wedge-shaped, being the upper segment of Commonwealth Street, Brisbane Street and Hunt Street intersection.
3. The site is sloped with the building presenting as four storeys at its western frontage to Hunt Street and as three storeys at its eastern frontage to Commonwealth Street. The building has no car parking spaces or crossovers to adjoining streets. The building is not a heritage item nor located within a heritage conservation area. The site's location is shown at Figure 1. Photographs of the existing building are shown at Figures 2 and 3.

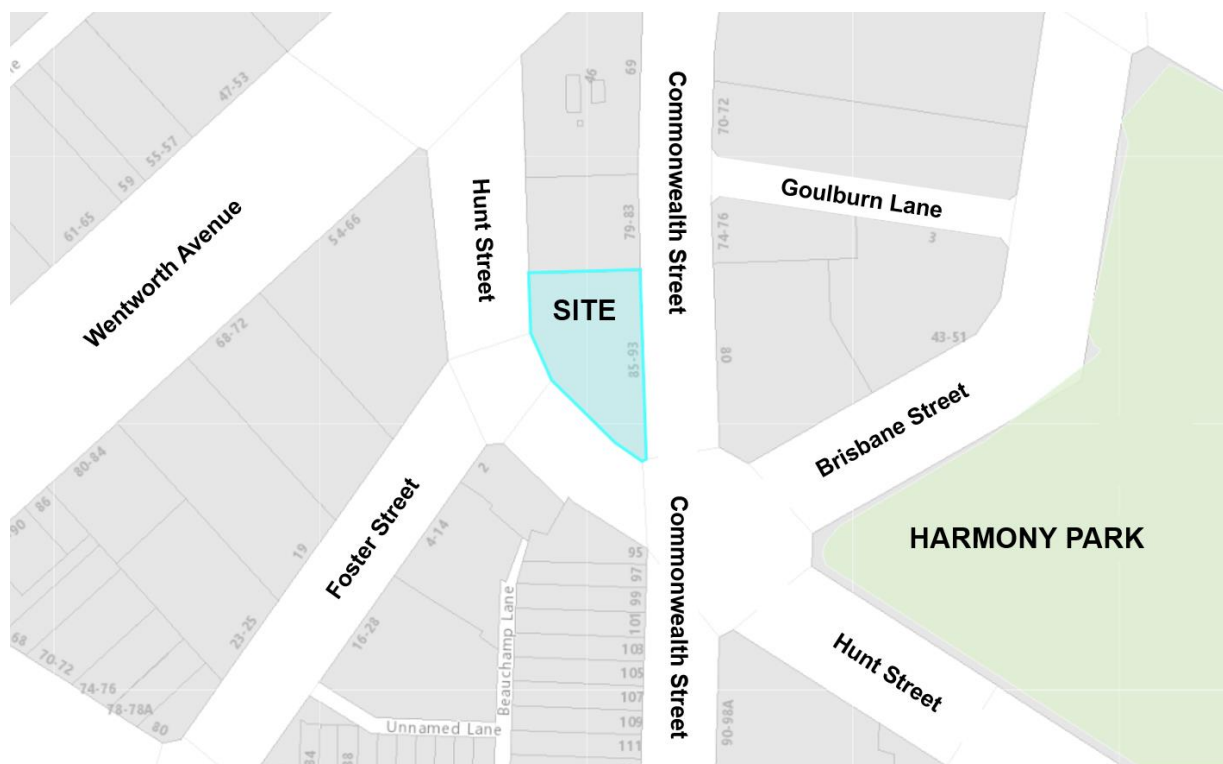


Figure 1. An indicative plan showing the site's location and vicinity



Figure 2. The existing building at 85-93 Commonwealth Street, looking west from Commonwealth Street



Figure 3. The existing building at 85-93 Commonwealth Street, looking north-east from Hunt Street

The planning proposal is for a three-storey addition to an existing four-storey building

4. The planning proposal was prepared in response to a request from SJB Planning on behalf of the landowner, Fink Group, with modifications following assessment and exhibition. It will enable a three-storey addition with setbacks to the existing building provided the use is for business, cultural or other similar uses. More specifically, it will insert new site-specific controls into the Local Environmental Plan to allow:
- a maximum floor space ratio of 4.5:1 across the site, inclusive of the 10 per cent design excellence bonus; and
 - alternative building heights as shown on an Alternative Height of Buildings Map at Figure 4, being:
 - RL 50.5 metres on the site's northern part (which due to the site's slope is between 24.5 and 28.5 metres above the ground),
 - RL 47.2 metres across the site's middle latitude (between 19.2 and 23.2 metres above the ground), and
 - RL 40.0 metres on the site's southern part (between 14 to 16 metres above the ground).

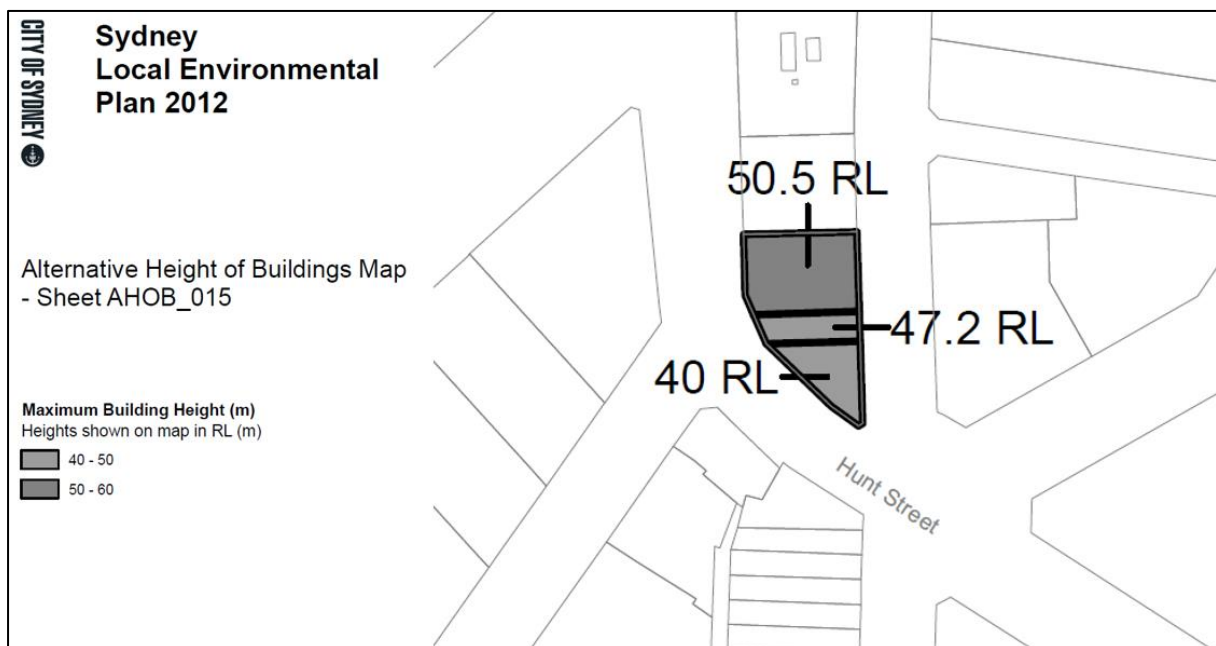


Figure 4. An excerpt of the proposed Alternative Height of Building Map

5. Development in accordance with the site-specific controls above will only be permitted if the consent authority is satisfied that development is for strategic uses such as business, creative and cultural uses, by excluding residential or serviced apartments. The clause will also exclude from the operation of clause 4.6 so that it may not be varied at Development Application stage.
6. The planning proposal was approved for public exhibition by Council and Central Sydney Planning Committee on 15 and 11 May 2023 respectively. Council and the Central Sydney Planning Committee's resolutions are shown at Attachment C.

The proposal has strategic and site-specific merit

7. The proposal aligns with City and State strategies by encouraging business, creative and innovation floor space in Surry Hills, which is part of 'Tech Central' and the City Fringe area. The proposal will give effect to priority P2 of the City's Local Strategic Planning Statement, 'developing innovative and diverse business clusters in City Fringe', as well as priorities E7, to grow 'a stronger and more competitive Harbour CBD,' E11, to increase 'jobs in strategic centres,' and E13, 'supporting growth of targeted industry sectors' of the Greater Cities Commission's Eastern City District Plan.
8. The planning proposal also demonstrates site-specific merit. The envelope has three different, tiered heights (see Figure 4 above) that each respond to the context:
 - the first, lowest step, RL 40 metres at the site's southern portion, retains the building's existing height and ensures that the building's important visual relationship with the intersection is unchanged;
 - the next, middle step, RL 47.2 metres, requires the future additional floor(s) to include a southern setback that prevents overshadowing from being caused to private open space, to any extent more than what current controls allow; and
 - the last, highest step, RL 50.5 aligns with the building adjacent to the north, providing visual consistency along the street walls of Commonwealth Street and Hunt Street.
9. The proposed maximum FSR of 4.5:1, inclusive of design excellence, enables a level of flexibility within the envelope for building articulation and setbacks consistent with the property to the north.
10. The proposed envelope has been amended post-exhibition to reduce the heights and include an additional step in the heights. This will ensure the envelope does not overshadow the private open space of a terrace dwelling to the south, more than what is currently allowed by the Local Environmental Plan.

The Gateway Determination required additional overshadowing assessment

11. On 21 June 2023, the Department of Planning and Environment issued a Gateway Determination for the planning proposal. The Gateway Determination is shown at Attachment E. It authorises Council to exercise its delegation and liaise directly with Parliamentary Counsel to draft and make the new Local Environmental Plan should the proposed controls be approved by Council and the Central Sydney Planning Committee.
12. The Gateway Determination included the following conditions:
 - 'provide a statement addressing consistency with Section 9.1 Ministerial Direction 4.5 Acid Sulfate Soils,'
 - 'provide an explanation of the need for exclusion of clause 4.6 variations,' and
 - 'include shadow analysis demonstrating any additional overshadowing of the private open space of the residential terraces on Commonwealth Street and Harmony Park'.

13. These conditions were satisfied by the insertion of additional information under CEO delegation granted on 18 August 2023. Subsequent correspondence with the Department of Planning and Environment on 30 August 2023 confirmed that these conditions had been satisfied.

Additional overshadowing assessment identified impacts to private open space

14. The City's additional overshadowing assessment is provided in an addendum to the planning proposal and was exhibited with the planning proposal. The addendum provides a detailed assessment of the overshadowing caused by the exhibited envelope. The addendum concluded that on 21 June, the exhibited envelope would cause additional overshadowing to the private open space of a terrace dwelling to the south of the site, between 10.30 and 11.30am; and to the southwestern corner of Harmony Park from 2.15pm.
15. The overshadowing impacts in the addendum were not identified in the pre-exhibition report, or the planning proposal approved by Council in May. The overshadowing analysis supplied by the proponent with their planning proposal incorrectly showed no impact. The City's smaller proposal was therefore assumed to also have no impact. The overshadowing analysis required by the Gateway Determination found the proponent's original analysis was incorrect and that the City's proposal would partly overshadow private and public open space.
16. The overshadowing addendum was exhibited with the planning proposal, which was updated to accurately describe the minor overshadowing and other requirements of the Gateway Determination. Notes stating that the overshadowing analysis was incorrect were added to the exhibited versions of the proponent's urban design and planning proposal reports.

The planning proposal was publicly exhibited, with updated overshadowing information

17. The planning proposal, along with the overshadowing addendum and other exhibition material, was exhibited between 21 August and 18 September 2023, in accordance with the Gateway Determination and the City's Sydney Community Engagement Strategy and Participation Plan 2022.
18. The City sent 3,593 letters to owners and occupants of properties within 75 metres of the site, notifying them of the planning proposal's exhibition. The planning proposal was also advertised on the City's Sydney Your Say website and the NSW Planning Portal. Public authorities were not notified because this was not required by the Gateway Determination.
19. Seventeen submissions were received, including four from the owners of different terraces along Commonwealth Street. Four of the 17 submissions supported the planning proposal, and 13 raised concerns about matters such as overshadowing, office demand and traffic. A detailed summary of and responses to matters raised in submissions is provided at Attachment A. A summary of the concerns raised and City responses is also provided below.

Four submissions supported the planning proposal

20. Supporting submissions said that land in Surry Hills is underused and that more development should be allowed. They also said that the exhibited overshadowing impacts were minimal and an acceptable trade-off to increase floor space. The supporting submissions are noted.

Submissions raised concerns around overshadowing impacts

21. Six submissions raised concerns about the proposed envelope overshadowing the private open space of a terrace dwelling south of the site. Specific points raised related to the adverse impacts on liveability and property values. The exhibited envelope would cause additional overshadowing (compared with a maximised LEP-compliant envelope) to the private open space of the terrace dwelling between 10.30am and 11.30am on June 21.
22. Eleven submissions raised concerns about the overshadowing impacts the exhibited envelope would have on Harmony Park. These concerns focused on the potential reduction in the park's enjoyment and amenity.

The proposed envelope has been amended to avoid certain overshadowing impacts

23. The planning proposal envelope has been amended post-exhibition to avoid causing any additional overshadowing to the private open space of a dwelling to the south of the site, when compared with a maximised LEP-compliant envelope.
24. The heights have been reduced across the middle (RL 51.5 to RL 47.2) and northern (RL 51.5 to RL 50.5) parts of the envelope. This creates a southern setback that prevents the envelope from overshadowing private open space more than what is currently allowed by the Local Environmental Plan.
25. The post exhibition amendments to the building heights, have also led to a review of the floor space ratio for the site. This is to ensure that the floor space can be adequately accommodated within the proposed envelope. The maximum FSR of 4.5:1 can be maintained, however, for clarity it has been specified in the updated planning proposal that the maximum includes the potential award of any design excellence bonus floor space. Further, the controls will be clarified to remove the opportunity for a height bonus for design excellence due to the overshadowing impacts.
26. Harmony Park's solar access requirements were established as part of the Central Sydney planning proposal with updated sun access plane controls (SAPs). The SAPs prohibit development from overshadowing Harmony Park, year-round, between 10am and 2pm. Both the exhibited and amended envelopes comply with Harmony Park's SAPs.
27. The amended envelope will overshadow the southwestern corner of Harmony Park from approximately 2.30pm on 21 June. At 3pm, the planning proposal envelope will overshadow approximately 44 square metres of the park's vegetated area. This impact complies with applicable SAPs, noting the small area affected is mostly low-use hardstand (see Figure 5). As the heights comply with the SAP for Harmony Park and the overshadowing is acceptable, no further change is proposed to the planning proposal in response to this issue.



Figure 5. The southwestern corner of Harmony Park, looking north from Hunt Street

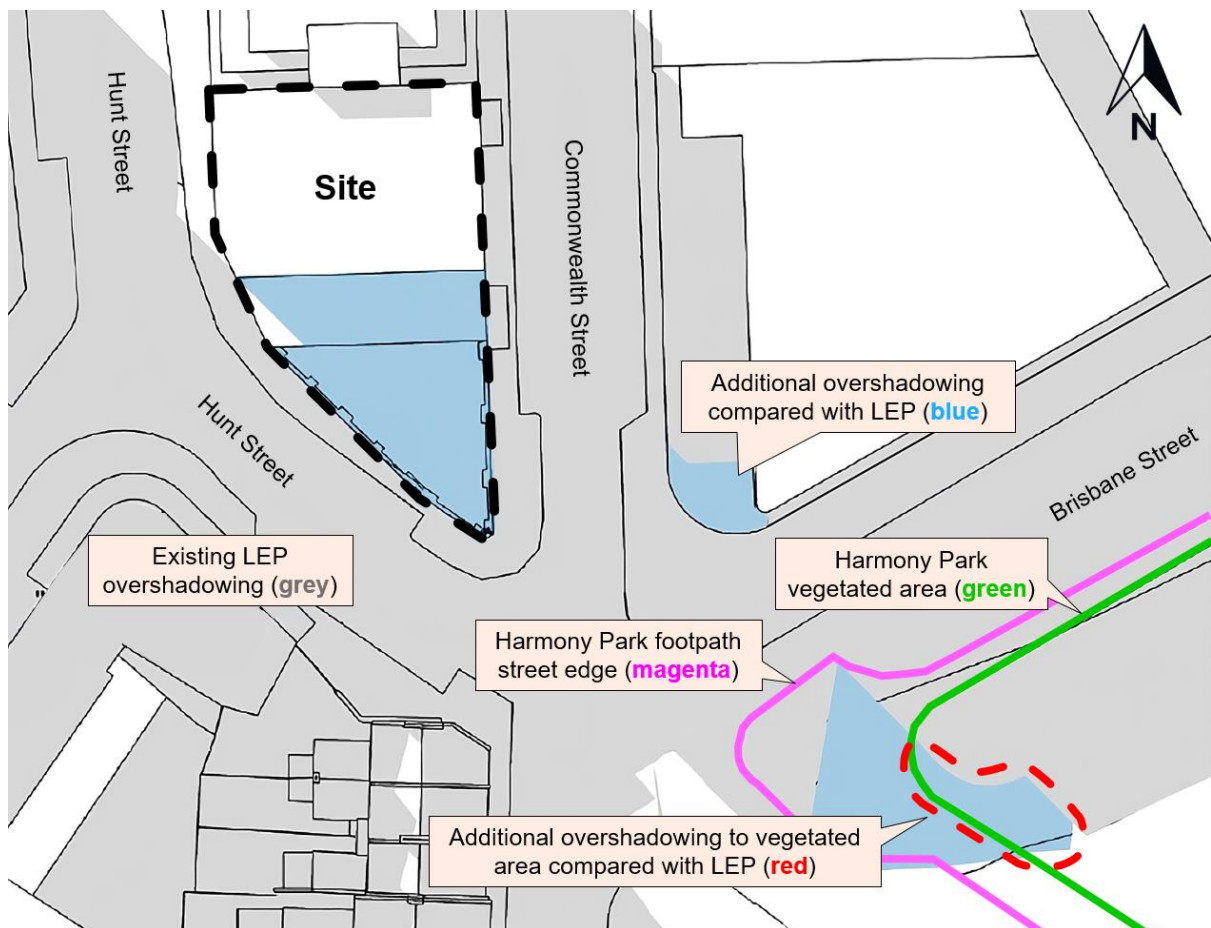


Figure 6. An indicative plan showing the envelope's additional overshadowing impact on Harmony Park at 3pm on June 21

Other submissions raised concerns about inadequate office demand to traffic, view loss and insufficient merit

28. Other submissions received include:

- six saying that there is not enough demand for office floor space, or that the site would be better used for something other than offices;
- three concerned that owners or residents of affected terrace dwellings may not have received exhibition material;
- one concerned about the potential for the planning proposal to add to congestion and increased pedestrian activity in the area;
- one noting that recent development in Surry Hills has caused view loss for apartments in the area and concern the proposed envelope may worsen views, particularly those of a warehouse building in the area;
- one concerned about the impacts of the exhibited envelope's inconsistency with the surrounding heritage character; and
- one saying that the proposal did not justify the merit required to amend the Local Environmental Plan.

These concerns are considered manageable, or are able to be dealt with at the development application stage

29. This part of Surry Hills, on the edge of 'Tech Central', is identified for growth in business, innovation and creative floor space across City and State level strategic plans, such as the City's Local Strategic Planning Statement and the Greater Cities Commission's Eastern City District Plan. Limiting the uplift to uses other than residential and serviced apartments incentivise development that aligns with this objective. There is also strong demand for creative office space in Surry Hills. This is partly owing to its specialisation in creative and entertainment industries, which prefer alternative office spaces like what is proposed.
30. The City received submissions from owners and residents of terrace dwellings along Commonwealth Street. Their concerns about overshadowing to their private open space has been addressed by amending the proposed envelope.
31. The planning proposal is in a highly accessible location, close to Museum and Central Stations and many bus routes. The existing site currently has no carparking spaces or crossovers and the planning proposal does not change this arrangement. Detailed traffic impact assessment will be required at the development application stage.
32. The submission regarding view loss raised general concerns about the cumulative loss of views from the apartment building at 133 Goulburn Street due to recent development. No specific view was identified however a particular concern was that residents had recently had views of a nearby warehouse building. The potential loss of such views is not generally a consideration at the planning proposal stage.
33. The building is not a heritage item nor located within a heritage conservation area. The proposed envelope is sympathetic with surrounding built form and retains the existing building's relationship to the intersection.

34. The planning proposal has strategic and site-specific merit. Further information about the planning proposal's strategic and site-specific merit is contained within the planning proposal.

Key Implications

Strategic Alignment

35. The Greater Cities Commission's Greater Sydney Region Plan and Eastern City District Plan are used to shape strategic planning and infrastructure in metropolitan Sydney and align planning from the broadest regional area down to the local area. The City's Local Strategic Planning Statement sets the land use planning strategy for the City which is required to align with the Region and District Plans. The City's planning controls are then required to give effect to the strategic plans.
36. The Region Plan, District Plan and Local Strategic Planning Statement adopt planning priorities of similar themes, being infrastructure, liveability, productivity, sustainability and governance. How this proposal gives effect to these priorities is discussed in detail in the planning proposal and summarised below.
37. The proposal supports the growth of employment floorspace in a strategically identified area, the Eastern Creative District, part of City Fringe. Facilitating the development of employment (i.e. non-residential) floorspace in this area gives effect to productivity strategic objectives, particularly:
- The City's Local Strategic Planning Statement, priority P2, 'developing innovative and diverse business clusters in City Fringe,' which includes actions such as
 - P2.1: 'deliver diverse, suitable and well-designed spaces and places to support City Fringe's contribution to the city's and the District's economic diversity, affordability and resilience...' and
 - P2.6: 'strengthen the economic and cultural role of the Eastern Creative Precinct by: safeguarding the capacity for a range of diverse and well-designed business, retail and office spaces...'
 - The Greater City Commission's Eastern City District Plan, namely:
 - priority E7, 'growing stronger and more competitive Harbour CBD,' which includes Surry Hills;
 - priority E11, 'growing investment, business opportunities and jobs in strategic centres'; and
 - priority E13, 'supporting growth of targeted industry sectors'.

Relevant Legislation

38. Environmental Planning and Assessment Act 1979.
39. Environmental Planning and Assessment Regulation 2021.

Critical Dates / Time Frames

40. The Gateway Determination requires the planning proposal be made by 21 January 2024.
41. The amendment to the Sydney Local Environmental Plan 2012 will come into effect when published on the NSW Legislation website.

GRAHAM JAHN AM

Director City Planning, Development and Transport

Ben Schneider, Cadet Planner

Sally Peters, Manager Central Sydney Planning

Attachment A

<h2>Summary of Submissions</h2>
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Submissions Summary

Submissions	Comments	Response
3 from community members, including 1 from the owner of a terrace dwelling along Commonwealth Street	<p>Support.</p> <p>Land in Surry Hills is underutilised and has the potential to support more development.</p> <p>The overshadowing impacts are minimal and an acceptable trade-off to increase floorspace.</p>	Noted.
6 from community members, including 3 from owners of terrace dwellings along Commonwealth Street.	<p>Overshadowing to private open space, mainly backyards of terrace dwellings along Commonwealth Street.</p> <p>Backyards along Commonwealth Street already experience significant shading due to existing tall buildings</p> <p>Additional overshadowing will have adverse consequences on liveability and property values.</p> <p>Interest expressed in whether compensation may be sought for loss of natural light.</p> <p>Any loss of natural light to homes is detrimental.</p> <p>Overshadowing to backyards is unacceptable and will set a precedent.</p>	The planning proposal has been amended post-exhibition to include an envelope that avoids overshadowing private open space more than what is allowable under the current Local Environmental Plan.
12 from community members	<p>The additional overshadowing to Harmony Park will reduce its quality and amenity.</p> <p>Many locals use Harmony Park, which is already heavily shaded in the afternoons.</p> <p>The proposed changes will diminish the quality and amenity of one of Surry Hills' most frequently used parks.</p> <p>The park is a vital sun access park for the community, and there should be no sun access lost.</p> <p>With increased population, Harmony Park has become a high use area.</p> <p>Harmony Park is used by many nearby apartment residents and is their only 'backyard' in many cases.</p> <p>The quality of views from nearby apartments to Harmony Park will be reduced by the overshadowing.</p> <p>Harmony Park currently provides a green and sunny view from nearby apartments.</p>	<p>A detailed evaluation of Harmony Park's solar access requirements was done as part of the 2020 Central Sydney planning proposal. It amended the LEP to update sun access plane controls (SAPs). The SAPs prohibit development from overshadowing Harmony Park, year-round, between 10am and 2pm. Both the exhibited and amended envelopes comply with the Harmony Park SAPs.</p> <p>Notwithstanding its compliance with the Harmony Park SAPs, the amended envelope will cause additional overshadowing to a small part of the Harmony Park hard stand area in southwestern corner from approximately 2:30pm on 21 June. This overshadowing is considered acceptable noting it is less than would be caused by the permissible street wall height.</p> <p>It is also considered that the minimal, LEP-compliant overshadowing to Harmony Park will not significantly affect the quality of views or outlook from nearby apartments.</p>
3 from owners of terrace dwellings along Commonwealth Street.	<p>Some nearby owners may not be aware of the planning proposal.</p>	The planning proposal was publicly exhibited from 21 August to 18 September 2023. The public exhibition was undertaken

Submissions	Comments	Response
	<p>Some terrace dwellings along Commonwealth Street are currently undergoing renovation or are rentals. There is concern that the owners of these properties may not have been aware of the exhibition, due to being away.</p>	<p>in accordance with the Gateway determination and the City of Sydney Community Engagement Strategy and Participation Plan 2023.</p> <p>The City sent 3,593 letters to landowners and occupants of neighbouring properties within 75 metres of the site. The planning proposal was also advertised on the Sydney Your Say web page and NSW Planning Portal.</p> <p>The City heard from 16 community members, who submitted 17 submissions in response to exhibition, including a number of residents of terrace dwellings along Commonwealth Street, south of the site.</p>
<p>6 from community members.</p>	<p>Demand for employment floorspace</p> <p>Surry Hills currently boasts an abundance of commercial and office space.</p> <p>Many commercial and office spaces currently have low occupancy, partly due to the rise of remote working.</p> <p>Office spaces are in oversupply and low demand. Increasing office space is unlikely to attract jobs.</p> <p>Surry Hills does not need any more commercial or office space.</p> <p>The space would be better used for something else.</p>	<p>The planning proposal will not restrict the additional development to a commercial office use only. The proposed envelope may be developed for any use other than residential or serviced apartments. This will incentivise development in accordance with the City's strategic vision for City Fringe.</p> <p>This part of Surry Hills is on the edge of 'Tech Central' and within a strategic area identified in City and State strategic plans which aims to support and grow innovation and creative industries.</p> <p>In any case, their interests have been taken into account.</p>
<p>14 from community members.</p>	<p>The proposed design envelope should be changed to mitigate adverse impacts.</p> <p>Reduce the height increase to fewer stories, and require the design to change to ensure less shadowing by making the higher floors not take up the entire property.</p> <p>A tiered mass potion has the possibility of adding visual interest and expressing sympathy with the neighbourhood.</p> <p>The proposed design may set a precedent for the area, leading to other buildings becoming taller and cumulative impacts.</p> <p>The proposed design is negatively impactful on the heritage style of the existing building</p> <p>The proposed envelope will further obstruct views from apartments in the area. Recent developments in the area have obstructed views from an apartment building at 133 Goulburn Street to a nearby warehouse building.</p> <p>The built form and design does not align with ESD principles.</p>	<p>The planning proposal has been revised to include an amended envelope with reduced heights and additional setbacks. The amended envelope will not cause any additional overshadowing to the private open space of terrace dwellings south of the site. The amended envelope has a tiered massing for the new addition.</p> <p>Each planning proposal is assessed on its own merits, against strategic and site specific objectives</p> <p>The building is not identified as a heritage item, being a four-storey brick office building that is consistent with the surrounding character. Further, the site is not within a heritage conservation area.</p> <p>The proposed envelope is sympathetic with the existing development and surrounding built form. The height is limited to the existing building at its southern end to retain the relationship with the street intersection.</p> <p>Private views from apartments across sites are not protected. 133 Goulburn Street</p>

Submissions	Comments	Response
	<p>The planning proposal will change the skyline of the area and affect natural light in the streets.</p>	<p>apartment building is located north east of the site with other buildings between it and the site. The proposal will be seen in private views from a small number of units in 133 Goulburn Street towards the south west. 133 Goulburn will still have wide district views from the south west through to the east.</p> <p>Any future development application for the site will need to address the City's existing controls including the recently adopted Net Zero Energy Building controls. It is also noted that the sustainability of the building is enhanced by the retention of the existing building, re-used with additions to the northern portion of the site.</p> <p>Notwithstanding, the future development's environmental performance will be assessed at the detailed development application stage.</p>
<p>2 from community members, who both live close to the site.</p>	<p>The planning proposal may adversely impact traffic in the area.</p> <p>The planning proposal will cause further congestion along Commonwealth Street and adversely affect access to the car park of the apartment building at 133 Goulburn Street.</p> <p>There has been a great deal of new construction in the area which is creating a congested neighbourhood.</p> <p>Allowing the building's height to be increased will cause more overcrowding and traffic chaos in the area.</p>	<p>The subject site is in a highly accessible location, being near to Central Station and a number of bus routes. Local on-street parking is also time- and permit-restricted, further limiting the potential for a significant number of additional vehicles. The existing site currently hosts no carparking spaces or crossovers to adjoining streets, with the retention of the existing building this will not change.</p> <p>Detailed assessment of any additional traffic impacts will be undertaken at this stage.</p> <p>The footpath capacity in the area is considered sufficient for the current and expected future pedestrian demand.</p>
<p>1 from a community member.</p>	<p>Merit</p> <p>There is inadequate justification for the proposed amendments to the Sydney Local Environmental Plan.</p>	<p>The planning proposal demonstrates strategic merit by creating additional employment floor space, which is in alignment with priorities P2 of the City's Local Strategic Planning Statement and E7, E11 and E13 of the Greater Cities Commission's Eastern City District Plan.</p> <p>The planning proposal demonstrates site-specific merit by ensuring appropriate heights and setbacks through the proposed development controls.</p> <p>Further information about the planning proposal's strategic and site-specific merit is contained within the planning proposal.</p>

Attachment B

**Planning Proposal – 85-93 Commonwealth
Street, Surry Hills (post exhibition
amendments shown in red)**

Planning Proposal – 85-93 Commonwealth Street, Surry Hills



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Executive Summary

The City of Sydney (the City) has prepared this planning proposal for 85-93 Commonwealth Street, Surry Hills (the site) following a request from the owner.

This planning proposal explains the intent and justification for the proposed amendments to the Sydney Local Environmental Plan 2012 (Sydney LEP) as it applies to the site. The proposed amendments are to increase the maximum building height and floor space ratio (FSR) controls applied to the site to:

- permit a three-storey addition on the northern part of the existing three-to-four storey building, and
- ensure the site's ongoing commercial use.

The site is a wedge shape formed from the intersection of Commonwealth and Hunt Streets and is approximately 571 square metres in area. The surrounding development is characterised by mixed-use developments featuring commercial uses on lower floors with residential above. The scale varies from 6-7 stories to the north and west of the site, with lower forms of 2-3 storeys to the south and east.

The proposed amendments support development consistent with the Greater Cities Commission's Eastern City District Plan and City's Local Strategic Planning Statement, by improving the built form design and aligning with principles of ESD, as well as by expanding the supply of employment floorspace in Surry Hills.

Under the existing Sydney LEP controls the site is zoned B4 Mixed Use, has a maximum building height of 18 metres, and a maximum FSR of 3:1, with additional floorspace available where development exhibits design excellence.

Specifically, this planning proposal seeks to amend the Sydney LEP to:

- increase the maximum FSR to 4.5:1 (inclusive of the 10 per cent design excellence bonus) from 3:1,
- increase the maximum building height on the northern part of the site to RL ~~51.5~~ 50.5 metres (7 stories plus basement) and the middle portion of the site to RL 47.2 metres (6 stories plus basement), both from 18 metres (3 stories plus basement), and
- lower the maximum building height on the southern part of the site to RL 40 metres from 18 metres (maintaining the existing 3-storey plus basement height).

This planning proposal also proposes provisions to ensure that the approval of any subsequent development application would be subject to the consent authority being satisfied that the use was not for residential accommodation or serviced apartments.

This planning proposal has been prepared in accordance with s3.33 of the Environmental planning and Assessment Act 1979 and the Department of Planning and Environment's Guide to Preparing Planning Proposals and Guide to Preparing Local Environmental Plans.

1. Background

1.1 Landowner request

The City has received a request from the landowner of 85-93 Commonwealth St, Sydney (Surry Hills Pty Ltd) to amend the floor space ratio (FSR) and height of building (HOB) controls that currently apply to the site in Sydney LEP 2012.

The proponent has sought the following amendments to the Sydney LEP 2012:

- increase the height of building control from 18m to RL 51.66 across the site, allowing for an additional 3 storeys;
- increase the FSR control from 3:1 to 5.46:1, noting that the existing building FSR is 3.35:1 which exceeds the LEP control; and

The proponent request links these changes to a development that would be for commercial uses only.

1.2 City response

The City has undertaken an urban design review of the impacts of a building envelope enabled by the heights and FSR sought by the proponent. The review concludes that while there is capacity on the site to increase employment floor space, a lower FSR and modified arrangement of height is appropriate to remain compatible with the height and scale of surrounding development and ~~the mixed use character of the locality~~, whilst preventing overshadowing private open space. This is to ensure resulting development on the site that better suits the character of the area in terms of bulk, scale and height.

This planning proposal is therefore inconsistent with the landowners request.

1.3 Site identification

This planning proposal relates to the property at 85-93 Commonwealth Street, Surry Hills. The property is legally defined as Lots 22 and 23 in DP 6380.

The site is a wedge shape, formed from the intersection from Commonwealth Street and Hunt Street. It is 571.14 square metres in area and falls approximately 4.65 metres from the Commonwealth Street frontage to the Hunt Street frontage. The site is currently occupied by a four-storey building, currently used as commercial office space. Development adjacent to the site is discussed below:

North

The property adjoining the site to the north is a seven storey commercial building with retail uses on the ground floor along the Hunt Street frontage.

South

The building opposite the site on Hunt Street is the three-storey Hollywood Hotel, a locally-listed heritage item

East

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

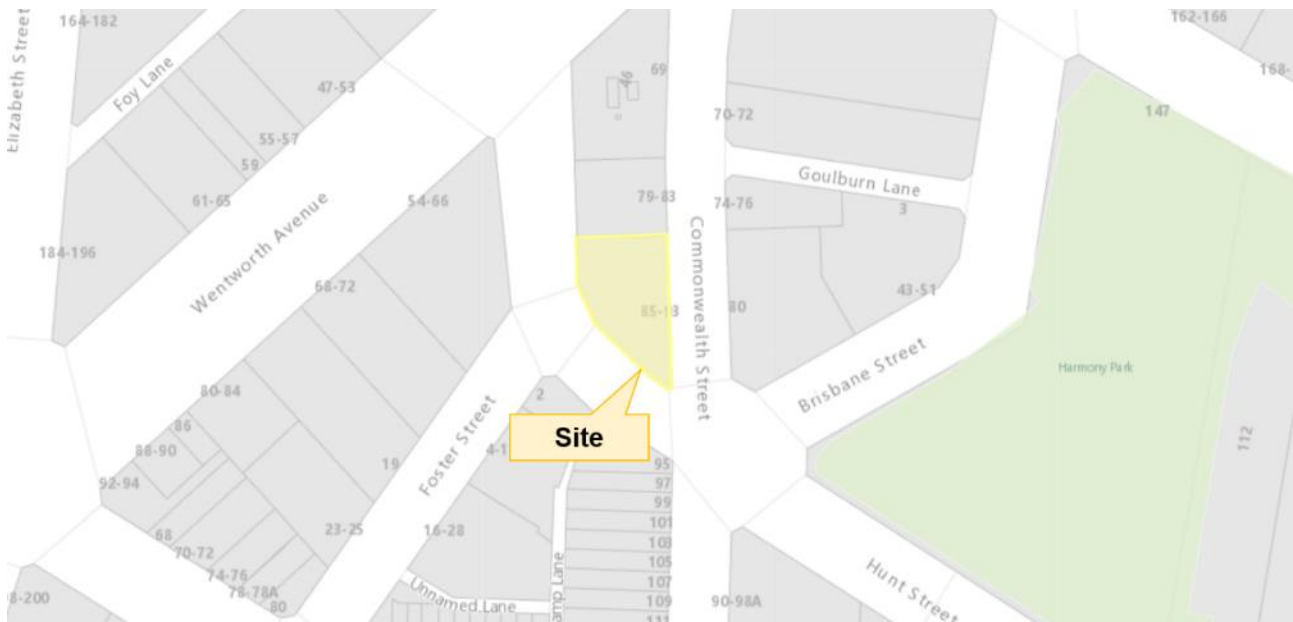
The properties adjacent to the east along Commonwealth Street are commercial and accommodate a variety of restaurant and active uses at the ground level. A three-storey building directly east of the site, known as the 'Paramount Building', is a locally listed heritage item.

West

The property to the west along Hunt Street comprises a seven-storey commercial building with carparking at ground level.

The location of the site is shown below in Figure 1.

Figure 1. Indicative plan showing the site's location and vicinity



The site is located within Surry Hills, a suburb immediately southeast of Sydney's CBD. The area around the site is characterised by a wide range of uses, including educational, food and drink premises, retail, residential and visitors accommodation. The site is highly accessible, being 200m south-east of an entry to the Museum train station, and well-served by a number of bus routes. The site's context is shown below in Figures 2 and 3.

Figure 2. Indicative plan showing the site's context and suburb boundaries



Figure 3. Oblique view from the south-east



2. Existing planning controls

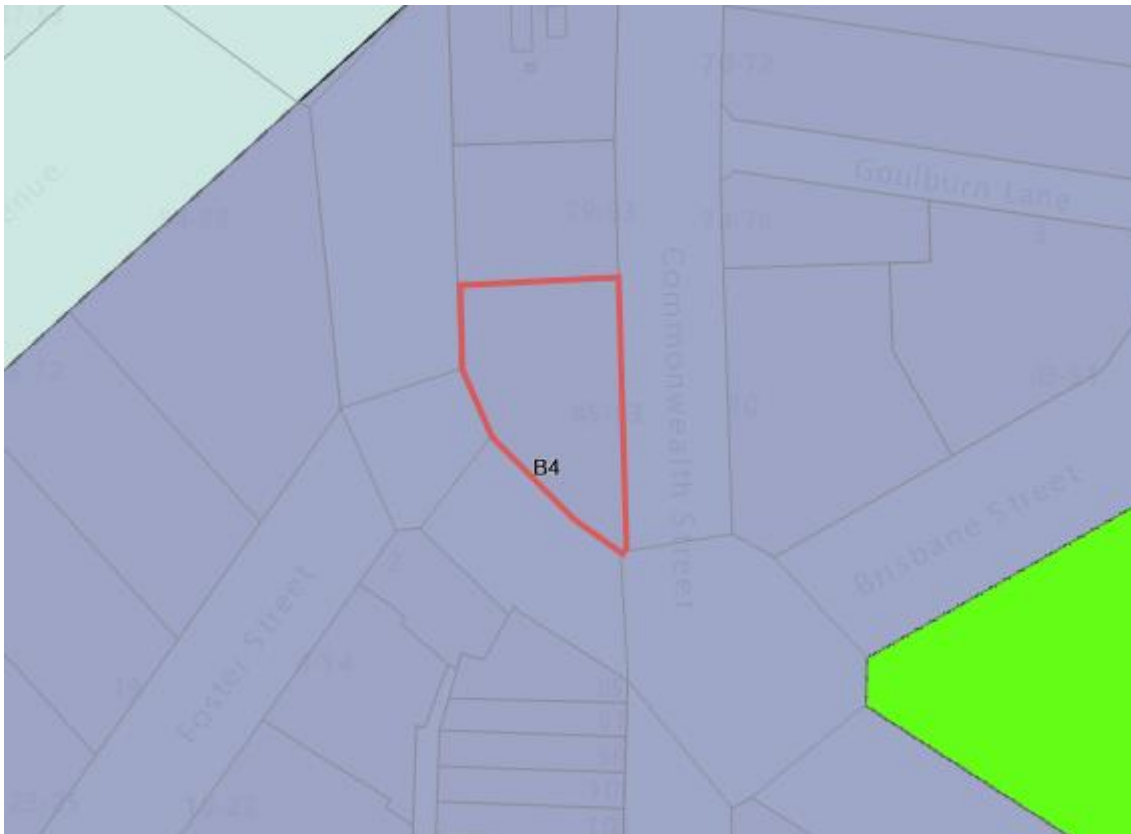
2.1 Zoning

The site is currently zoned Mixed Use in Sydney LEP, shown in purple on Figure 4.

Objectives of the MU1 zone include providing a mixture of compatible land uses; integrating sustainable business, office, residential, retail and other development in accessible locations; and ensuring uses support the viability of centres. The zone permits a broad range of uses, including commercial premises, residential, community facilities, education facilities, and visitor accommodation.

This planning proposal will not change the site's existing zoning.

Figure 4. Zoning in Sydney LEP

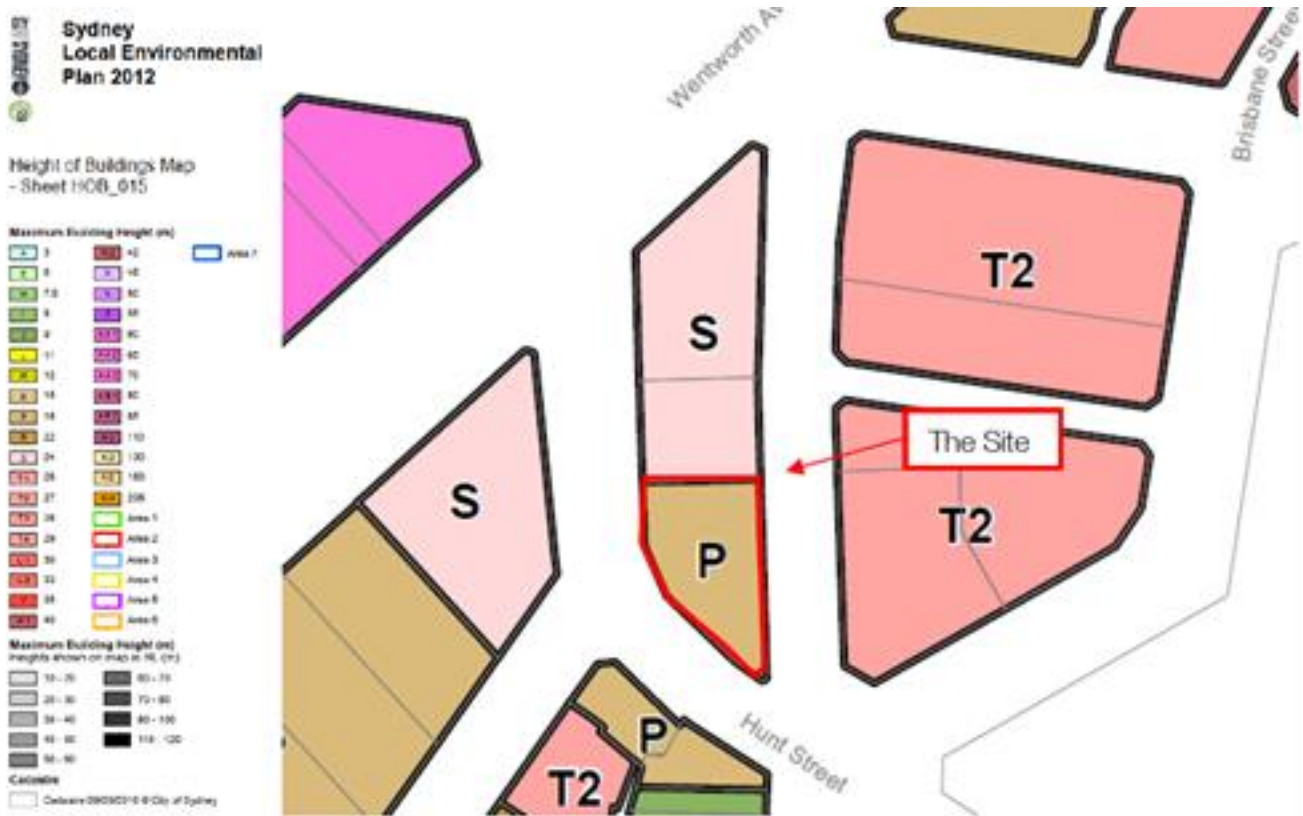


2.2 Development standards

Maximum height of building

The site is subject to a maximum height of building control of 18m in Sydney LEP 2012. As shown in Figure 5, a building height of 24 metres is permitted immediately to the north and to the west, 27 metres to the east, and 18 metres to the south.

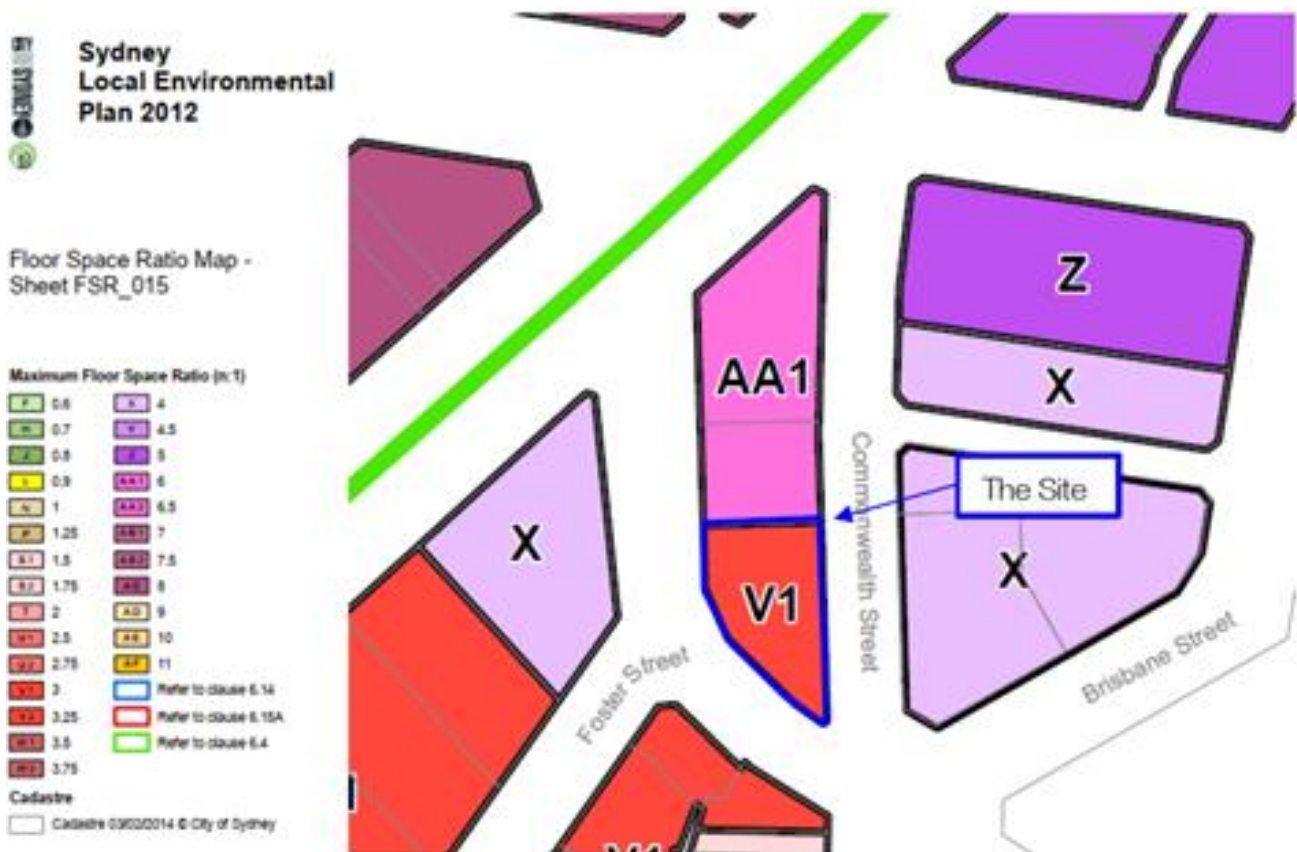
Figure 5. Height of building controls in Sydney LEP 2012



Floor space ratio

The site is subject to a maximum FSR control of 3:1 as shown in Figure 6. Higher FSRs are permitted on the surrounding properties to the north (6:1), east and west (4:1). Properties to the south have an FSR of 3:1.

Figure 6. Floor Space Ratio controls in Sydney LEP 2012



2.3 Sun access planes

The site is in close proximity to Harmony Park. Sydney LEP includes a sun access plane which prevents overshadowing of the park between 10am and 2pm all year round.

2.4 Heritage

The site is not heritage listed or within a heritage conservation area. However, there are a number of local heritage listed items within the site's vicinity. Figure 7 below shows the locations of these items in relation to the site, including:

- I1484 – Former “Paramount Pictures” including interior – 78-80 Commonwealth Street, Surry Hills;
- I1544 – “Hollywood Hotel” including interior – 2 Foster Street, Surry Hills;
- I1648 – “Griffith’s Building” including interior – 46-52 Wentworth Avenue, Surry Hills; and
- I1649 – “Ballarat House” – 68-72 Wentworth Avenue, Surry Hills.

Figure 7. Indicative plan showing the locations of heritage items and the boundary of the heritage conservation area



3. Objectives and intended outcomes

The objective of this planning proposal is to enable additional height on the northern part of the existing commercial building at 85-93 Commonwealth Street, Surry Hills and to facilitate additional commercial floor space to support jobs growth in the City Fringe.

4. Explanation of provisions

Explanation

It is proposed to amend Sydney LEP 2012 to allow for an increased FSR and maximum building height on part of the site but only if development is wholly used for commercial or other non-residential purposes.

A new provision in Division 5 – Site Specific Provisions in Sydney LEP 2012 will allow alternative FSR and Height of Building controls to those allowed by clauses 4.3 and 4.4 which will:

- allow a maximum floor space ratio of 4.5:1, **inclusive of the 10 per cent design excellence bonus**, to apply to the whole site; and
- allow for alternative building heights as shown on an Alternative Height of Building Map as follows:
 - **RL 51.5 50.5 metres** on the northern part of the site (due to the gradient of the site this change approximately equals 28.5 to 24.5 metres above ground east to west); ~~and~~
 - **RL 47.2 metres in the middle part of the site** (due to the gradient of the site this change approximately equals 19.2 to 23.2 metres above the ground east to west); and
 - RL 40 metres on the southern part of the site (due to the gradient of the site this change approximately equals a height of 16 to 14 metres above ground east to west).

The alternative site-specific controls described above may only be achieved if the consent authority is satisfied that a building on the site is used wholly for purposes other than residential accommodation and serviced apartments. Otherwise the existing FSR and Height of Building controls (3:1 and 18 metres respectively) in Sydney LEP 2012 continue to apply; that is – the alternative controls cannot be accessed for the purposes other than specified non-residential uses.

Clause 4.6 of Sydney LEP should not apply to the alternative height and FSR controls, so that future development applications lodged under these proposed site-specific provisions do not further vary the controls for this site.

5. Justification

The purpose of this planning proposal is to increase the maximum permissible building height and FSR on the site to support the creation of new employment floorspace in Surry Hills. The proposal is considered to be of minor strategic impact and is consistent with local strategic planning objectives for the area.

Strategic merit

The planning proposal aligns with key City and State strategies, as detailed below.

City Plan 2036

The site is located in the City Fringe which is identified for jobs growth in City Plan 2036. It is also within the Eastern Creative Precinct as identified in the LSPS which comprises of a concentration of creative industries and information media clusters.

This planning proposal enables new employment floorspace in a strategic location and aligns strongly with the following LSPS priorities:

- *Infrastructure I1, 'align development and growth with supporting infrastructure'*
- *Productivity P2, 'developing innovative and diverse business clusters in City Fringe'*

New employment floorspace can be used to grow employment within clusters of highly skilled jobs. Increasing employment opportunities in the City Fringe is strategically important because it includes some of the City of Sydney's (and the Eastern City District's) most diverse and mature knowledge-based and creative clusters, is a leading place for investment and innovation, and has a highly specialised economic role. Additional employment floor space on the site will contribute to and reinforce these characteristics.

The site is also located within the Eastern Creative Precinct. This precinct comprises of a concentration of creative industries and information media clusters. In the Eastern City Creative Precinct, the City is encouraging cultural uses as a driver of creativity and enterprise, a source of job creation and potential for place-making. Additional employment floor space in this location will build upon existing and emerging employment and creative business clusters.

Eastern City District Plan 2018

This planning proposal supports the priorities of the Eastern City District Plan 2018 (ECDP), as follows:

Planning priority E6, 'creating and renewing great places and local centres'

The proposal incentivises the renewal of an existing commercial site. The creation of new commercial floorspace contributes to strengthening of the City Fringe and the Eastern Creative Precinct as an area where varied business types can emerge and develop.

Planning priority E11, 'growing investment, business opportunities and jobs in strategic centres'

Planning Priority E13, 'supporting growth of targeted industry sectors'

The proposal supports new employment floorspace in a strategic location. The future development will contribute to investment and jobs, supporting opportunities for innovative and diverse business clusters in the City Fringe, as well as for creative and emerging industries in the Eastern Creative Precinct.

Site-specific merit

The existing building is a 4-storey commercial building with a basement. The model of the envelope is shown in Figure 8 for comparison.

The landowners request shown in Figure 9 is for a building of 7 storeys across the whole site, plus the existing basement. The City's assessment is that carrying this 7-storey built form across the full extent of the site would result in unacceptable impacts on neighbourhood character, particularly in the future relationship with the adjacent Hollywood Hotel and Paramount House heritage items.

Notwithstanding this, it is agreed there is some capacity on the site to increase employment floor space, while remaining compatible with the height and scale of surrounding development and the mixed-use character of the locality. This is to ensure resulting development on the site that better suits the character of the area in terms of bulk, scale and height. This planning proposal is therefore inconsistent with the landowners request.

This planning proposal is to change the height and FSR controls to enable an additional **two-to-three** floors on the northern part of the site and maintain the existing developed building height on the southern part of the site.

~~The proposed building height of RL 40 metres at the southern triangular portion of the site maintains a consistent relationship with these buildings and the proposed height on the northern portion of the site of RL 51.5 metres closely matches the taller office building to the north of the site.~~

Post-exhibition amendments to the Planning Proposal

This planning proposal has been amended post-exhibition to reduce the maximum heights across the site, and to clarify that the proposed FSR of 4.5:1 includes the 10 per cent design excellence bonus. These amendments were made in response to submissions, but also owing to further overshadowing assessment prepared by the City, that showed the exhibited envelope having an overshadowing impact on private open space. The City's overshadowing analysis is provided in an addendum appended to this planning proposal. It is considered that with the amendments the planning proposal demonstrates site-specific merit.

The proposed envelope (as amended) has three different, tiered heights that each respond to a different design constraint:

- the first, lowest step, RL 40 metres at the site's southern portion, retains the buildings existing height and ensures that the building's important visual relationship with the intersection is unchanged;
- the next, middle step, RL 47.2 metres, requires the future additional floor(s) to include a southern setback that prevents overshadowing from being caused to private open space, to any extent more than what current controls allow; and
- the last, highest step, RL 50.5 aligns with the building adjacent to the north, providing visual consistency along the street walls of Commonwealth Street and Hunt Street.

These proposed heights will **also** maintain the relationship to heritage items within the site's immediate vicinity including the 3 storey Paramount Hotel to the east and the 3 storey Hollywood Hotel to the northwest. The existing building on the site at 3 storeys is slightly higher than the buildings to the west but closely matches the Paramount Hotel. This height is to be retained at the southern part of the site. Maintaining the as-built height of the southern portion of the height aligns with the lower scale 2 storey terraces to the south.

The proposed maximum FSR of 4.5:1, which includes the 10 per cent design excellence bonus, will enable a level of flexibility within the envelope to enable building articulation and the future design to meet the objectives at the development application stage e.g. the setback relationship to the adjoining property to the north.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

The increase in FSR does not require additional infrastructure to support the proposal. The site is already supported by adequate transport and civil infrastructure, including having good access to public and active transport as well as provisions for services and utilities.

An indicative envelope showing the proposed controls post-exhibition is shown below at Figure 11.

Figure 8. Existing built form, oblique view from southeast

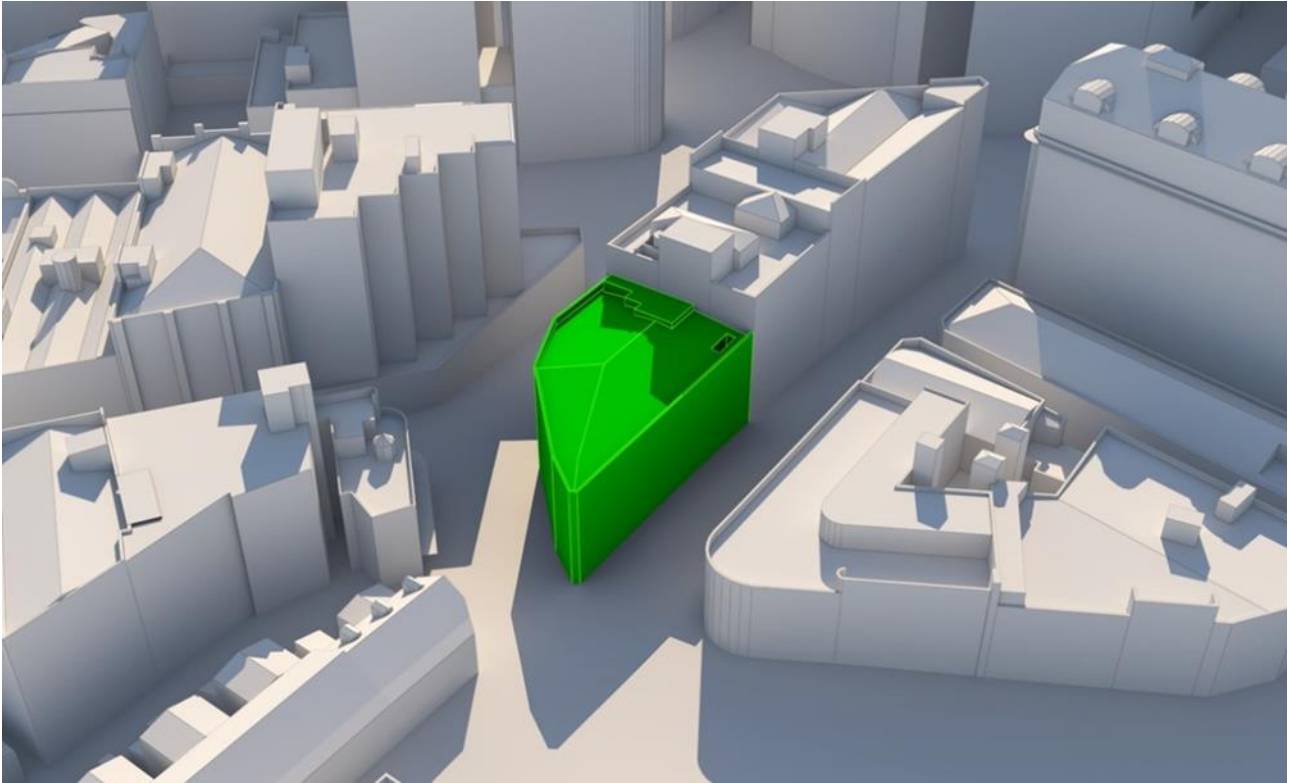


Figure 9. Building envelope resulting from proponent's request, oblique view from southeast

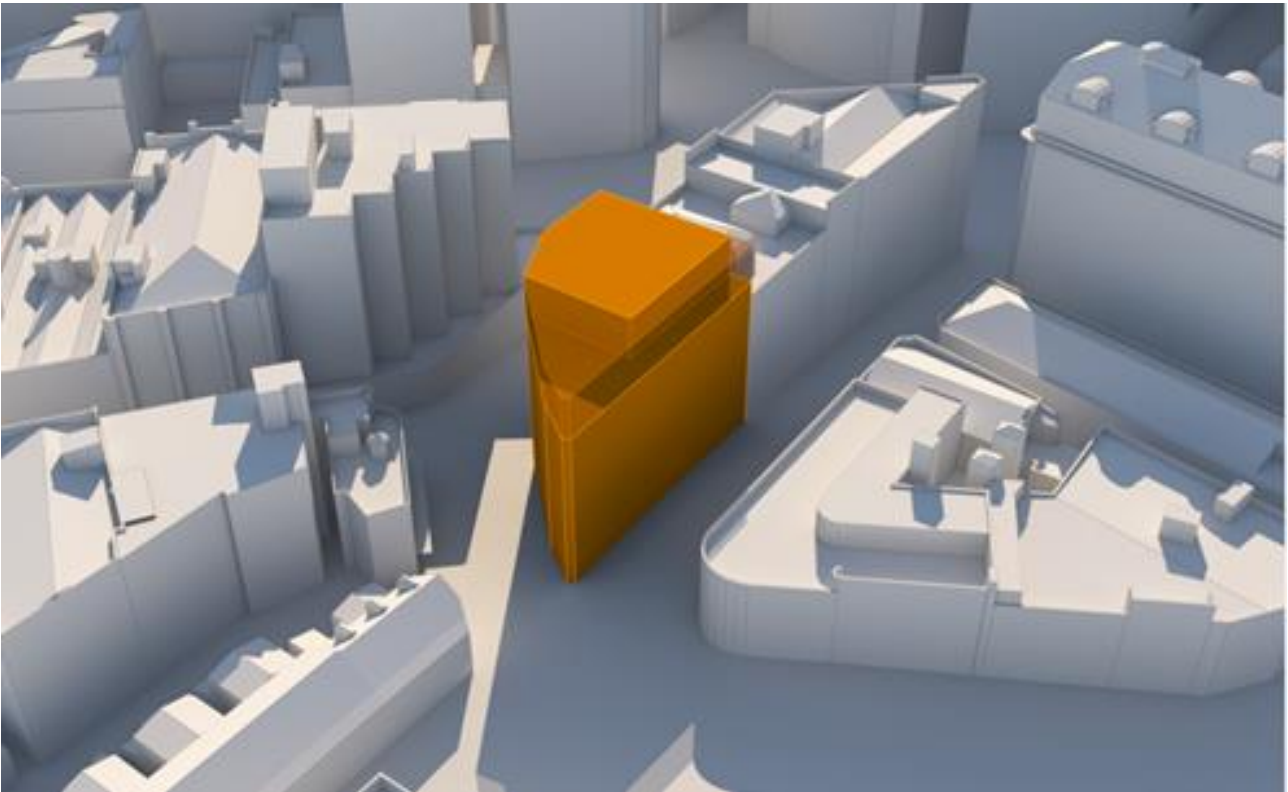


Figure 10. Building envelope resulting from the ~~exhibited~~ planning proposal, oblique view from southeast

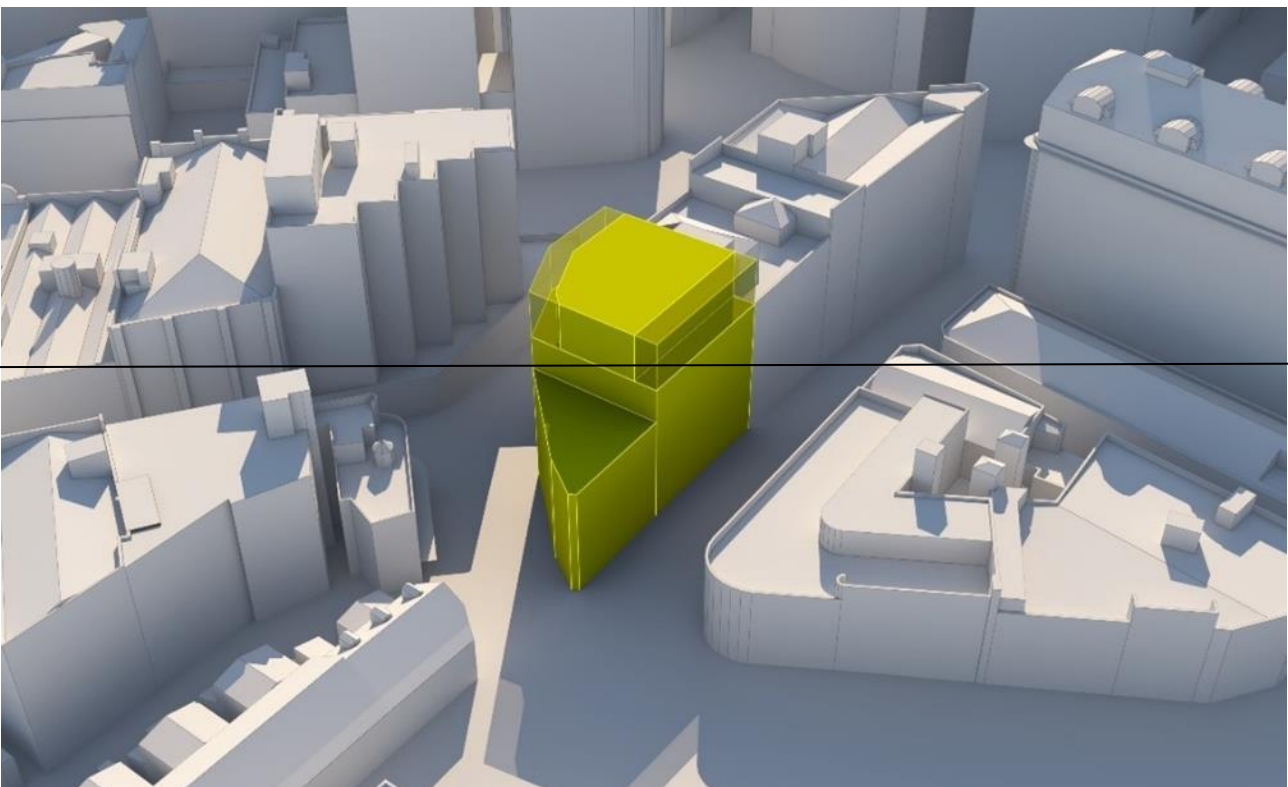
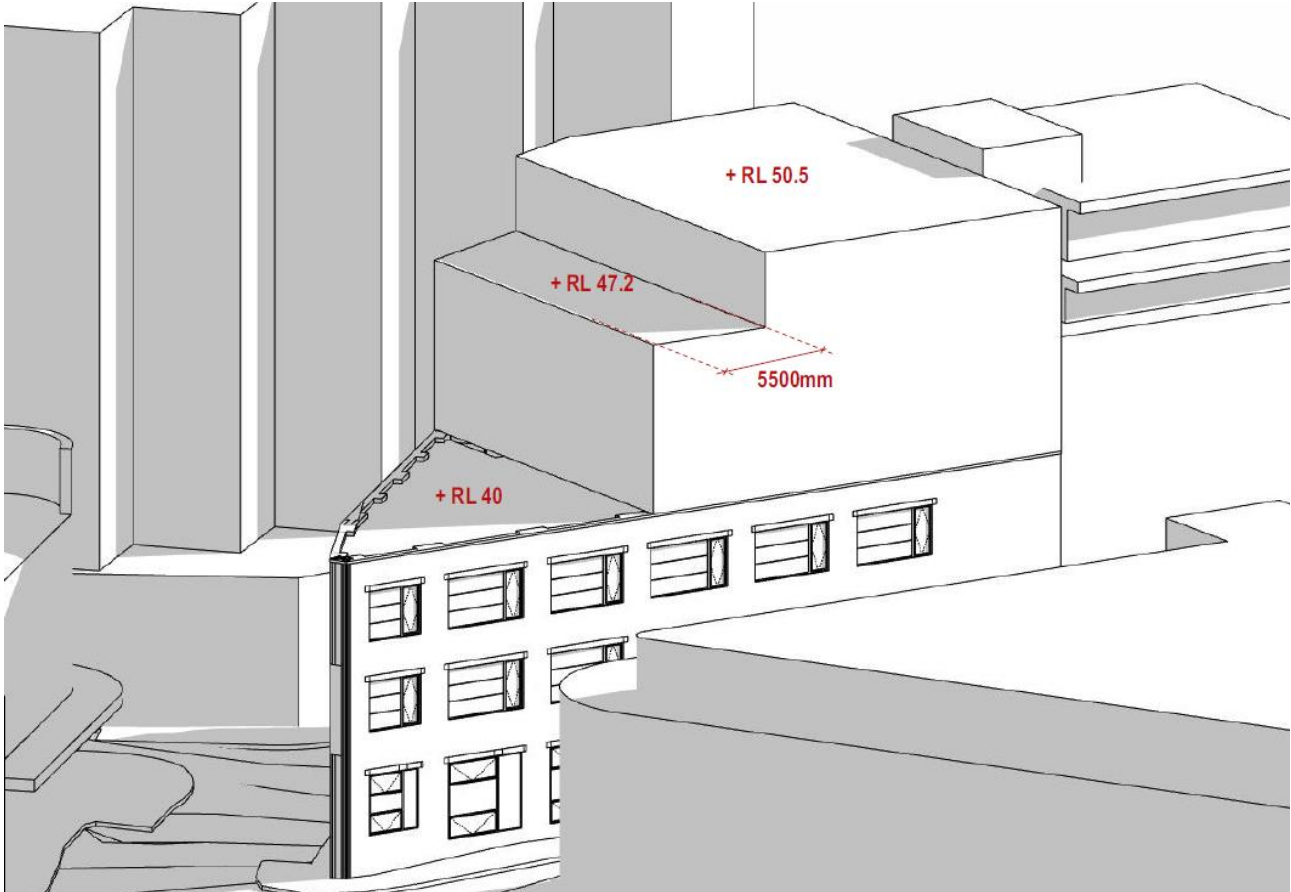


Figure 11. Building envelope resulting from the post-exhibition planning proposal, oblique view from southeast



Section A – Need for the planning proposal

Question	City response
Q1. Is the planning proposal a result of any strategic study or report?	The planning proposal is consistent with City Plan 2036 which encourages the provision of employment opportunities areas such as the City Fringe.
Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	<p>Yes, the main objective of this planning proposal is to allow for the minor expansion of an existing commercial use by inserting a new provision in Division 5 of the Sydney LEP for additional floor space and making a corresponding amendment to the Alternative Height of Buildings Map.</p> <p>A planning proposal is required for both of the above and is therefore considered the best means of achieving the objectives and intended outcomes.</p>

Section B1 – Relationship to the strategic planning framework

Question	City response
Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and the exhibited draft strategies)?	<p>Yes. The Greater Sydney Region Plan and the Eastern District City Plan are both prepared by the NSW Government and are the regional plans relevant to the site.</p> <p>This planning proposal aligns with the objectives of these strategies, particularly those around the creation of additional employment floorspace in central areas with existing accessibility and public infrastructure.</p>
Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?	<p>Yes. The City's vision for land use and planning is set out within City Plan 2036, the City's local strategic planning statement, and Sustainable Sydney 2030-2050. This planning proposal aligns with key priorities of City Plan 2036, namely:</p> <ul style="list-style-type: none"> • Priority I2, 'aligning development and growth with supporting infrastructure,' • Productivity P2, 'developing innovative and diverse business clusters in City Fringe'
Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?	<p>Yes, this planning proposal is consistent with applicable SEPPs. See Section B2.</p>
Q6. Is the planning proposal consistent with applicable Ministerial Directions (s9.1 directions)?	<p>Yes, this planning proposal is consistent with applicable Ministerial Directions. See Section B3.</p>

Section B2 – Assessment of planning proposal against applicable SEPPs

SEPP	Comment
SEPP (Biodiversity and Conservation) 2021	This planning proposal is consistent.
SEPP (Building Sustainability Index: BASIX) 2004	Not applicable to this proposal.
SEPP (Exempt and Complying Development Codes) 2008	This planning proposal is consistent.
SEPP (Housing) 2021	This planning proposal is consistent.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

SEPP	Comment
SEPP (Industry and Employment) 2021	This planning proposal is consistent.
SEPP (Planning Systems) 2021	This planning proposal is consistent.
SEPP (Precincts–Central River City) 2021	Not applicable to this proposal.
SEPP (Precincts–Eastern Harbour City) 2021	This planning proposal is consistent.
SEPP (Precincts–Regional) 2021	Not applicable to this proposal.
SEPP (Precincts–Western Parkland City) 2021	Not applicable to this proposal.
SEPP (Primary Production) 2021	Not applicable to this proposal
SEPP (Resilience and Hazards) 2021	This planning proposal is consistent.
SEPP (Resources and Energy) 2021	This planning proposal is consistent
SEPP No 65 - Design Quality of Residential Flat Development	Not applicable to this proposal.
SEPP (Transport and Infrastructure) 2021	This planning proposal is consistent

Section B3 – Assessment of planning proposal against applicable Ministerial Directions

Ministerial Direction	Response
Ministerial Direction 1.1 Implementation of Regional Plans	Consistent. The planning proposal will give effect to objectives and priorities of the Greater Sydney Region Plan as detailed in response to Q3 above.
Ministerial Direction 1.2 Development of Aboriginal Land Council Land	Not applicable.
Ministerial Direction 1.3 Approval and Referral Requirements	Consistent. The planning proposal does not include provisions that require the concurrence, consultation or referral of any future development application to a Minister or public authority. Future development in accordance with the proposed amendments will not be designated development.
Ministerial Direction 1.4 Site Specific Provisions	Consistent. The planning proposal does unnecessarily restrict the permitted uses on the land. The planning proposal provides development uplift for a range of commercial uses. This is consistent with strategic priorities for the area. Development that does not make use of the

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Ministerial Direction	Response
	uplift provided by the planning proposal can continue to make use of the full range of uses permitted in the MU1 zone.
Ministerial Direction 1.5 Parramatta Road Urban Transformation Strategy	Not applicable.
Ministerial Direction 1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
Ministerial Direction 1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
Ministerial Direction 1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
Ministerial Direction 1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
Ministerial Direction 1.10 Implementation of the Western Sydney Aerotropolis Plan	Not applicable.
Ministerial Direction 1.11 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
Ministerial Direction 1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.
Ministerial Direction 1.13 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable.
Ministerial Direction 1.14	Not applicable.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Ministerial Direction	Response
Implementation of Greater Macarthur 2040	
Ministerial Direction 1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable.
Ministerial Direction 1.16 North West Rail Link Corridor Strategy	Not applicable.
Ministerial Direction 1.17 Implementation of the Bays West Place Strategy	Not applicable.
1.18 Implementation of the Macquarie Park Innovation Precinct	Not applicable.
Ministerial Direction 1.19 Implementation of the Westmead Place Strategy	Not applicable.
Ministerial Direction 1.20 Implementation of the Camellia-Rosehill Place Strategy	Not applicable.
Ministerial Direction 1.21 Implementation of the South West Growth Area Structure Plan	Not applicable.
Ministerial Direction 1.22 Implementation of the Cherrybrook Station Place Strategy	Not applicable.
Ministerial Direction 3.1 Conservation Zones	Not applicable.
Ministerial Direction 3.2 Heritage Conservation	Consistent. No heritage items are identified on the site and the site is not located within a heritage conservation area. Additionally, the planning proposal considers impacts on adjacent heritage items.
Ministerial Direction 3.3 Sydney Drinking Water Catchments	Not applicable.
Ministerial Direction 3.4	Not applicable.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Ministerial Direction	Response
Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	
Ministerial Direction 3.5 Recreation Vehicle Area	Not applicable.
Ministerial Direction 3.6 Strategic Conservation Planning	Not applicable.
Ministerial Direction 3.7 Public Bushland	Not applicable.
Ministerial Direction 3.8 Willandra Lakes Region	Not applicable.
Ministerial Direction 3.9 Sydney Harbour Foreshores and Waterways Area	Not applicable.
Ministerial Direction 3.10 Water Catchment Protection	Not applicable.
Ministerial Direction 4.1 Flooding	Consistent. The land is not identified as flood affected.
Ministerial Direction 4.2 Coastal Management	Not applicable.
Ministerial Direction 4.3 Planning for Bushfire Protection	Not applicable.
Ministerial Direction 4.4 Remediation of Contaminated Land	Consistent. The land is currently fully developed and hosts an existing commercial use. This planning proposal allows for additional stories on top of the existing building. If needed a detailed contamination assessment can be carried out at the development application stage.
Ministerial Direction 4.5 Acid Sulfate Soils	Consistent. The site is located on land identified as Class 5 Acid Sulfate Soils as per the Acid Sulfate Soils Map in the LEP. The nearest Class 2 areas to the site are located 610m to its east, south of Darling Harbour, and 690m to its north, in Woolloomooloo, near William Street.
	The planning proposal will not incentivise residential development and is only to facilitate an addition to the building at its upper levels.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Ministerial Direction	Response
	The planning proposal was accompanied by a Preliminary Structural Statement which advised that improvements to the footings and associated works may be required. A detailed Geotechnical Statement will accompany the detailed development application. The Statement will appropriately respond to the presence of acid sulfate soils, as well as detail how works will avoid their disturbance or impact on neighbouring sensitive uses.
Ministerial Direction 4.6 Mine Subsidence and Unstable Land	Not applicable.
Ministerial Direction 5.1 Integrating Land Use and Transport	Consistent. The site is located in an area that is well serviced by existing public and private transport options.
Ministerial Direction 5.2 Reserving Land for Public Purpose	Not applicable.
Ministerial Direction 5.3 Development Near Regulated Airports and Defence Airfields	Not applicable.
Ministerial Direction 5.4 Shooting Ranges	Not applicable.
Ministerial Direction 6.1 Residential Zones	Consistent. The planning proposal does not prevent a residential use from occurring on the site under the current zoning and development standards. The planning proposal allows additional development to encourage commercial uses.
Ministerial Direction 6.2 Caravan Parks and Manufactured Home Estates	Not applicable.
Ministerial Direction 7.1 Business and Industrial Zones	Consistent. The planning proposal will encourage employment growth in a suitable location, as well as protect and support the viability of an area prioritised for commercial uses.
Ministerial Direction 7.2 Reduction in non-hosted short-term rental accommodation period	Not applicable.
Ministerial Direction 7.3	Not applicable.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Ministerial Direction	Response
Commercial and Retail Development along the Pacific Highway, North Coast	
Ministerial Direction 8.1 Mining, Petroleum Production and Extractive Industries	Not applicable.
Ministerial Direction 9.1 Rural Zones	Not applicable.
Ministerial Direction 9.2 Rural Lands	Not applicable.
Ministerial Direction 9.3 Oyster Aquaculture	Not applicable.
Ministerial Direction 9.4 Farmland of State Regional Significance on the NSW Far North Coast	Not applicable.

Section C – Environmental, social and economic impact

Question	City response
Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?	No. This planning proposal would not significantly change the intensity of the use or development on the site. It is noted as well that the site is in a highly urbanised area and features no significant vegetation.
Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	No. As above, this planning proposal is for an increase in the amount of commercial floorspace available to an existing commercial use in a highly developed area. Any significant environmental effects would be adequately addressed by a future development application process.
Q9. Has the planning proposal adequately addressed any social and environmental effects?	This planning proposal will not result in any significant change to the planning controls, or the intensity of that use. No social or environmental effects are likely as an outcome of this proposal.

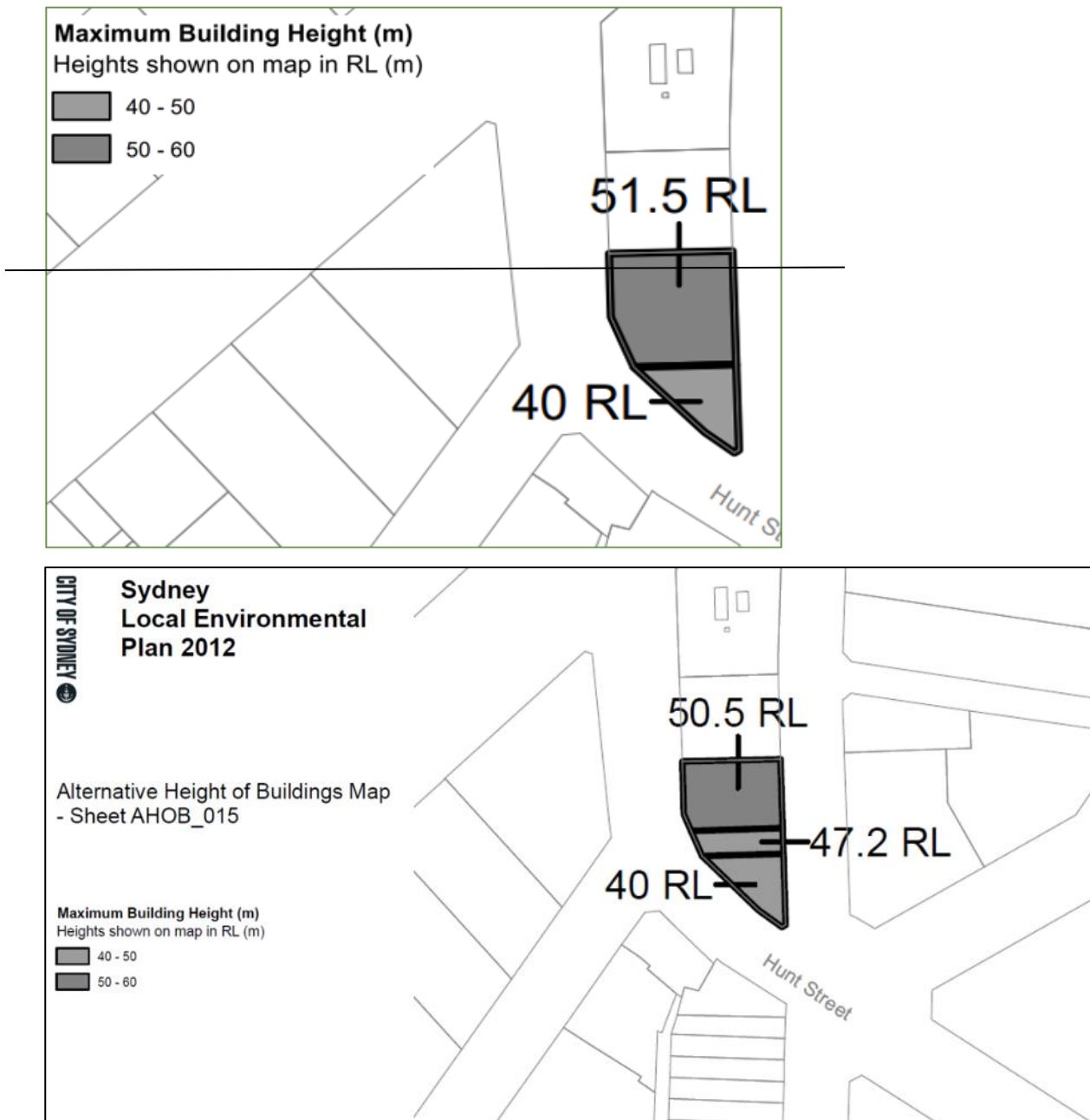
Section D – State and Commonwealth interests

Question	City response
Q10. Is there adequate public infrastructure for the planning proposal?	Yes, there is adequate public infrastructure to support this planning proposal. It is noted that the site is located within close proximity to existing public and active transport infrastructure.
Q11. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway determination?	The Gateway Determination will identify the public authorities to be consulted as part of the planning proposal process and any views expressed will be included in this planning proposal following consultation. Formal consultation has not yet commenced.

6. Mapping

To support the new provisions it is proposed to amend sheet HOB_015 of the Alternative Height of Building Map adopted by the Sydney LEP, to identify the increased maximum building height described above (see Figure 11). The increased maximum FSR will be expressed in the text of Sydney LEP, linked to use, and not mapped.

Figure 12. Proposed amendment to the Alternative Height of Building Maps



7. Community consultation

This planning proposal is to be exhibited in accordance with the Gateway Determination once issued by the Department of Planning and Environment.

It is anticipated that the Gateway Determination will require public exhibition for a period of not less than 20 working days in accordance with the Environmental Planning and Assessment Act 1979 and s4.5 of the Department's guide to Preparing Local Environmental Plans.

Notification of the public exhibition will be consistent with the Gateway Determination and the City's Community Participation Plan. This will include publication on the City of Sydney website and notification via letters to surrounding owners and occupiers.

Consultation with relevant NSW agencies, authorities, and other referred entities will be undertaken if and where needed and in accordance with the Gateway Determination.

The planning proposal was exhibited in accordance with the above, for 20 working days between 21 August and 18 September 2023. 17 submissions were received in response to exhibition. Matters raised in submissions are summarised and responded to in the post-exhibition report to Council, and the amendments to the planning proposal are detailed in the above.

8. Project timeline

The anticipated timeline for the completion of the planning proposal is as follows:

Stage	Timeframe
Commencement / Gateway Determination	June 2023
Public exhibition	July 2023 August-September 2023
Consideration of submissions	August-September 2023 September-October 2023
Post-exhibition consideration of proposal	November 2023
Draft and finalise LEP	November-December 2023
LEP made	January 2024
Plan forwarded to the Department of Planning and Environment for notification	January 2024

Addendum to Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Summary

The City has undertaken more work on whether a building under the proposed controls will overshadow Harmony Park and the terraces at 95-99 Commonwealth Street.

The work found that the studies prepared by the proponent were incorrect.

It also found that a building built to the full height allowed under the proposed controls would create additional overshadowing compared to the current controls.

The additional overshadowing is to:

1. the private open space (raised terrace) of the residential terrace at 97 Commonwealth Street between 10:30 and 11:30am, and
2. part of Harmony Park from 2:15pm at its south west corner (Brisbane and Commonwealth Streets).

The City will review the proposal and overshadowing impacts following public exhibition.

Background

This addendum accompanies a planning proposal for 85-93 Commonwealth Street, Surry Hills.

The planning proposal will amend the Sydney Local Environmental Plan 2012 (LEP) by inserting provisions that increase the maximum height to RL 51.5 and FSR to 4.5 on the affected land, subject to development being for a commercial use only. The Central Sydney Planning Committee on 11 May 2023 and Council on 15 May 2023 resolved to approve the planning proposal for public exhibition and request a Gateway determination.

The purpose of this addendum is to provide a detailed and accurate assessment of the overshadowing caused by the proposed envelope. It is supplementary to the planning proposal, which incorrectly states that the proposed envelope will not cause additional overshadowing to private open space. This error was made due to incorrect overshadowing analysis provided by the proponent in their urban design report, as part of their planning proposal request.

The proponent's request was for a larger envelope without setbacks. Their urban design report stated the larger envelope would not overshadow private open space. Through the planning proposal process the City reduced this larger envelope to improve its consistency with the built form of the surrounding context. Overshadowing analysis was not undertaken as the impact is reduced with the reduction in the envelope.

Because of the City's reduction to the proponent's requested envelope, the Department of Planning in their Gateway determination, issued on 21 June 2023, included a condition to "include shadow analysis demonstrating any additional overshadowing of the private open space of the residential terraces on Commonwealth Street and Harmony Park".

Findings

This analysis was prepared by the City and is provided below. It determines that the proposed envelope will cause some additional overshadowing to:

1. the private open space of the residential terrace at 97 Commonwealth Street between 10:30 and 11:30am, and
2. Harmony Park from 2:15pm.

Assessment

The planning proposal is to increase the maximum building height on the northern portion of the site to RL 51.5 and increase the maximum FSR across the site to 4.5:1. The additional overshadowing from this envelope was tested by the City using 3D modelling, as well as a site visit to verify the modelling approach.

The modelling results are set out in 15-minute increments, summarised in Table 1 below, and presented in full between pages 8 and 30.

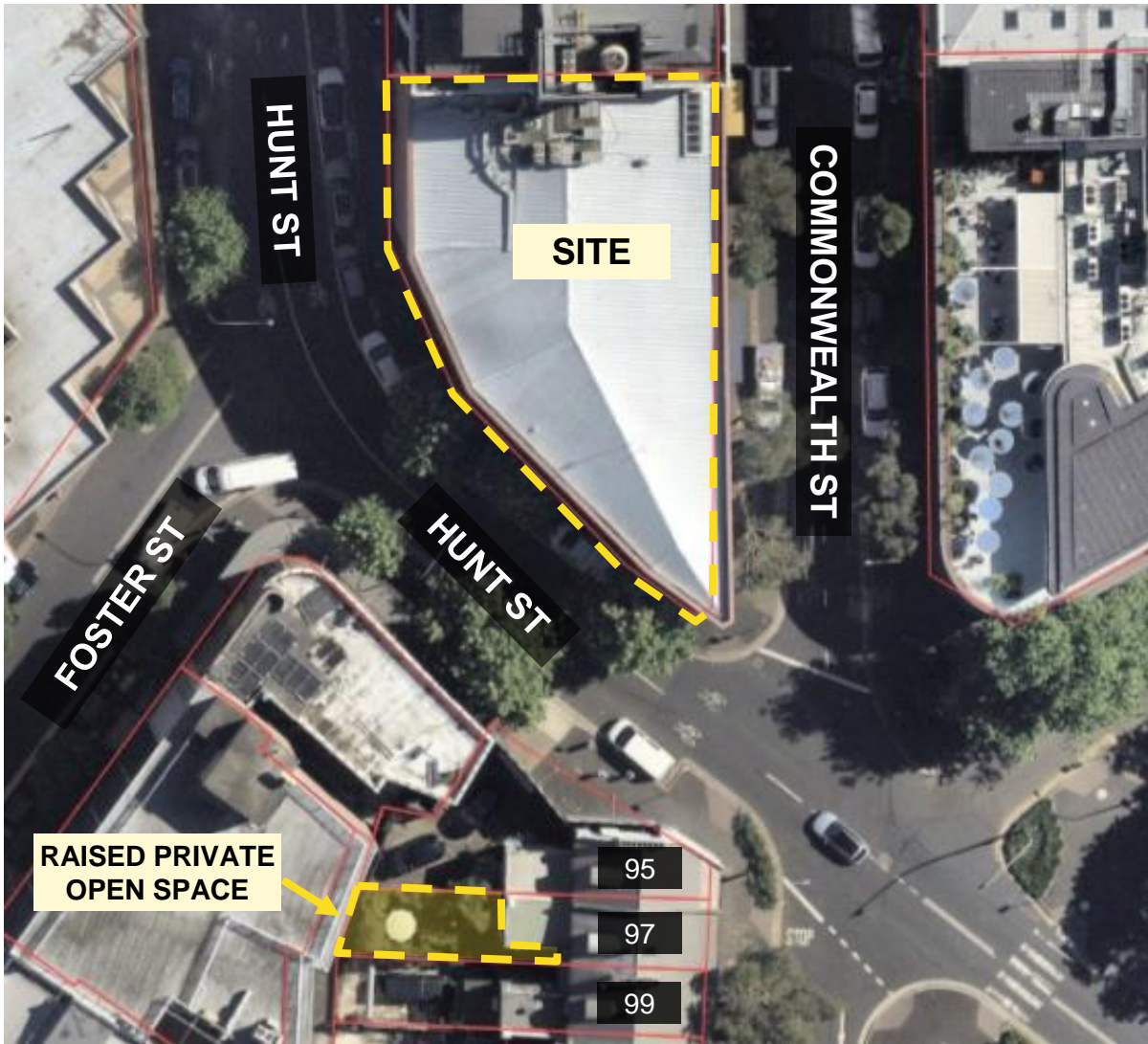
Overshadowing impacts to the residential terrace's private open space

South of the site there is a row of terrace dwellings along the western side of Commonwealth Street. The northernmost of these, no 95, is a commercial use. The remainder are residential dwellings. Each terrace has private open space in the form of a small backyard. The private open space of some terrace residences are raised above the ground level and sit above garages facing the rear Beauchamp Lane. The height of these garages, and the private open space, increases their exposure to overshadowing impacts (see Figures 1 and 2 below).

The modelling shows that the proposed envelope will overshadow the private open space of the terrace dwelling at 97 Commonwealth Street between 10:30 and 11:30am on 21 June. The area overshadowed is limited to a portion of the southeastern corner of the private open space.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Figure 1. An indicative satellite photo showing the site in relation to the raised private open space at 97 Commonwealth Street. Source: Nearmap, 2023.



Planning Proposal – 85-93 Commonwealth Street, Surry Hills

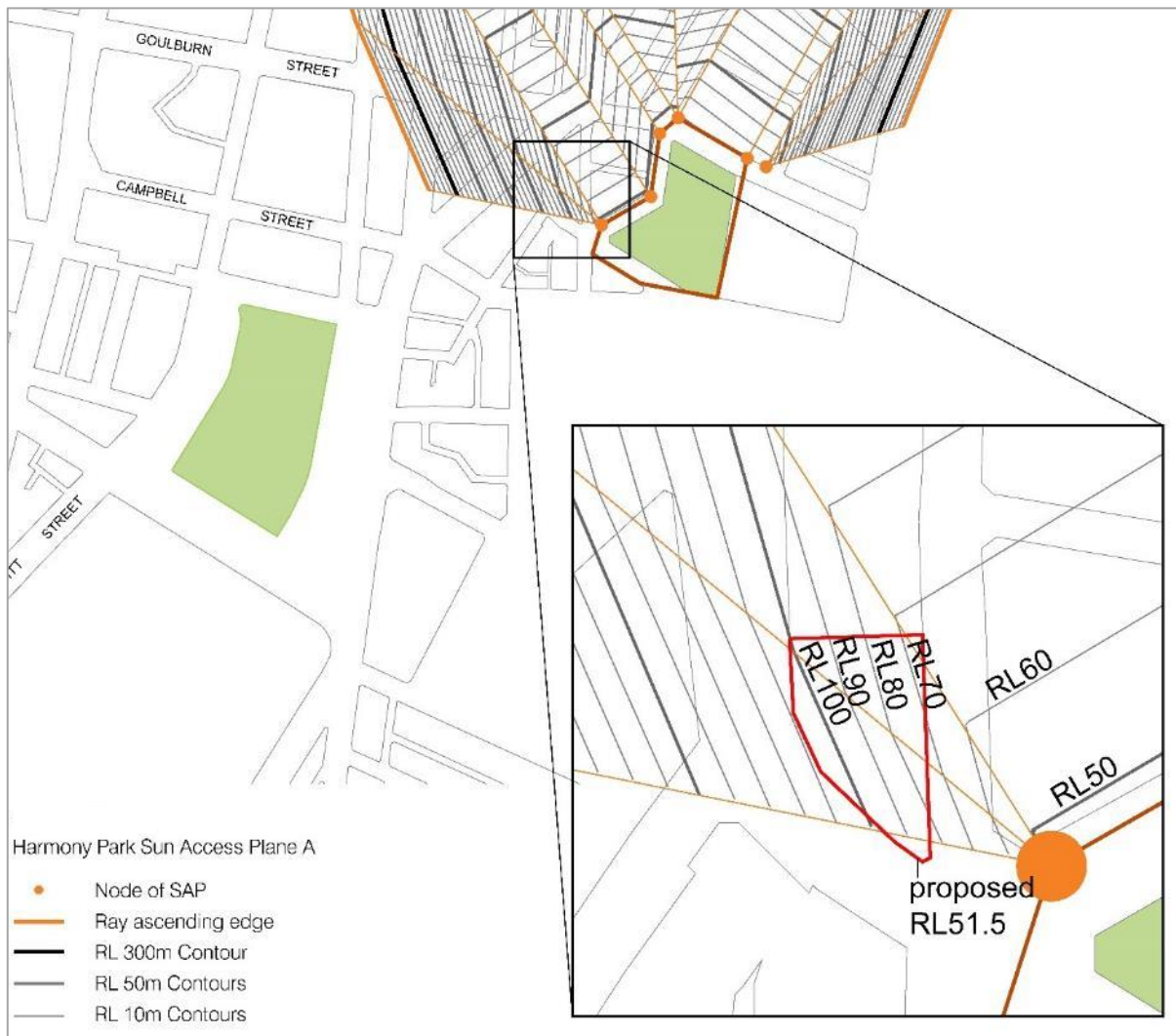
Figure 2. A photo of the raised terrace at the rear of 97 Commonwealth Street. Source: City of Sydney, 2023.



Overshadowing impacts to Harmony Park

The proposed envelope was assessed against Harmony Park’s sun access plane provisions during earlier planning proposal work. Harmony Park’s protected times under sun access plane provisions are 10am to 2pm year-round. The modelling results show that the proposal will not overshadow any part of Harmony Park between these times, reaffirming that the proposed heights comply with Harmony Park’s sun access plane provisions. The proposal’s compliance with these provisions is illustrated indicatively in Figure 3 below.

Figure 3. An indicative illustration demonstrating the envelope’s compliance with Harmony Park’s sun access plane



The modelling results show the proposed envelope will overshadow the southwest corner of the park for a short period during the afternoon (from approx 2:15pm) on 21 June. The small area of the park affected by the overshadowing is predominantly paved due to the chamfering of the turfed area (see Figures 4 and 5). This limits any detrimental impacts on vegetation or the enjoyment of the park’s grassed areas. Any additional overshadowing caused to Harmony Park is outside of the times protected by the sun access plane provisions.

Planning Proposal – 85-93 Commonwealth Street, Surry Hills

Figure 4. The southwest corner of Harmony Park, looking southwest from Brisbane Street. Source: Google Maps, 2023.



Figure 5. The southwest corner of Harmony Park, looking northeast from Hunt Street. Source: Google Maps, 2023.



Table 1. Comparison of additional overshadowing caused by different envelopes to private open space

Time of day	Additional overshadowing caused to terrace dwelling at 97 Commonwealth Street		
	Existing building	Existing LEP (compared with existing building)	Planning proposal (compared with existing LEP)
21 June			
9am	No shadow	No additional shadow	No additional shadow
9:15am	No shadow	No additional shadow	No additional shadow
9:30am	Shadow	No additional shadow	No additional shadow
9:45am	Shadow	Additional shadow	No additional shadow
10am	No shadow	Additional shadow	No additional shadow
10:15am	No shadow	Additional shadow	No additional shadow
10:30am	No shadow	Additional shadow	Additional shadow
10:45am	No shadow	Additional shadow	Additional shadow
11am	No shadow	No additional shadow	Additional shadow
11:15am	No shadow	No additional shadow	Additional shadow
11:30am	No shadow	No additional shadow	Additional shadow
11:45am	No shadow	No additional shadow	No additional shadow
12pm	No shadow	No additional shadow	No additional shadow
12:15pm	No shadow	No additional shadow	No additional shadow
12:30pm	No shadow	No additional shadow	No additional shadow
12:45pm	No shadow	No additional shadow	No additional shadow
1pm	No shadow	No additional shadow	No additional shadow
1:15pm	No shadow	No additional shadow	No additional shadow
1:30pm	No shadow	No additional shadow	No additional shadow
1:45pm	No shadow	No additional shadow	No additional shadow
2pm	No shadow	No additional shadow	No additional shadow
2:15pm	No shadow	No additional shadow	No additional shadow
2:30pm	No shadow	No additional shadow	No additional shadow
2:45pm	No shadow	No additional shadow	No additional shadow
3pm	No shadow	No additional shadow	No additional shadow
3:15pm	No shadow	No additional shadow	No additional shadow
Total time	30min	1hr	1hr

Overshadowing modelling results

The overshadowing impacts of three different envelopes are compared over the subsequent pages, using two different scales.

Rather than compare the additional overshadowing created by the planning proposal envelope with that from the existing building, the planning proposal envelope is compared with what is currently permissible under the LEP. That is, the proposed controls are compared with the existing controls, not the existing building. This draws a clearer comparison between the overshadowing amounts.

The three envelopes assessed are:

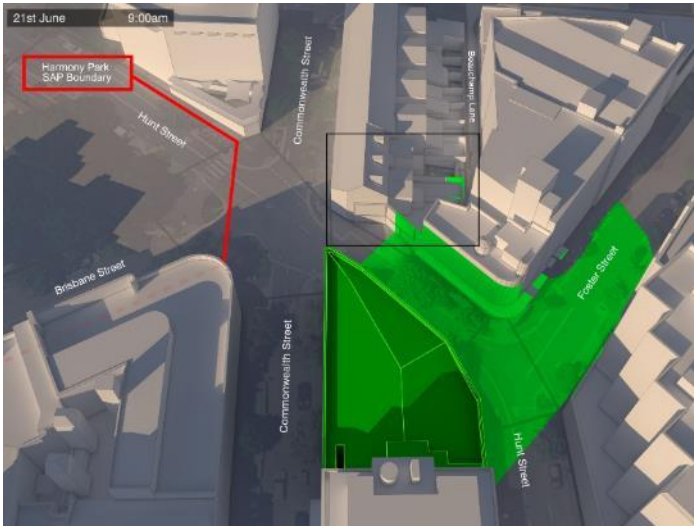
- that of the existing building (with current overshadowing shown in **green**),
- that of the maximum permissible LEP envelope (with additional overshadowing shown in **blue**), and
- the planning proposal envelope (with additional overshadowing created shown in **orange**).

It should be noted that the planning proposal includes a decrease in the maximum permissible LEP height on the south of the site, generating a slight reduction in overshadowing, while the increase in height at the northern portion of the site generates an increase in overshadowing. The overshadowing analysis should be read together as outlined below.

The two scales used are:

- a zoomed-out, oblique angle showing the overshadowing caused in terms of the site's general surrounds, including the terrace dwellings along Commonwealth Street and Harmony Park (pp 8-20); and
- a zoomed-in perspective focusing specifically on the additional overshadowing caused to the private open space of the residential dwelling at 97 Commonwealth Street (pp 21 to 31).

Planning Proposal – 85-93 Commonwealth Street, Surry Hills



9am - Existing building



9am - Existing LEP



9am - Planning proposal



9:15am – Existing building

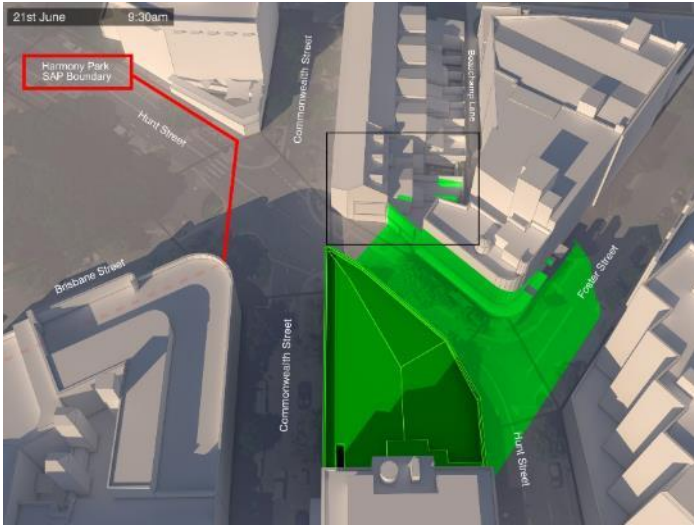


9:15am – Existing LEP

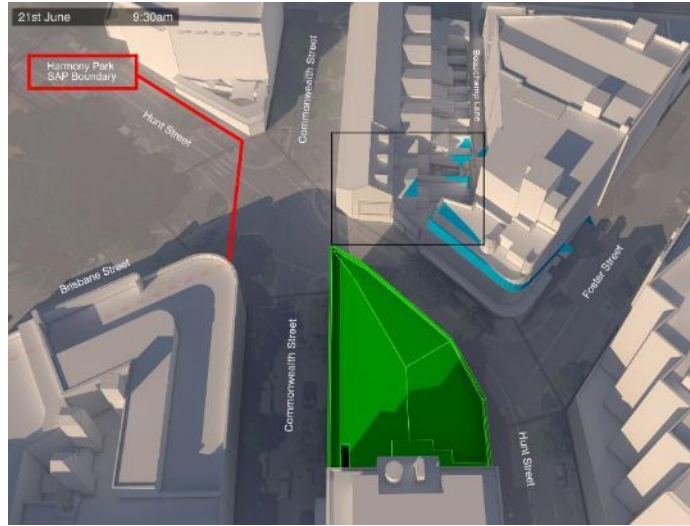


9:15am – Planning proposal

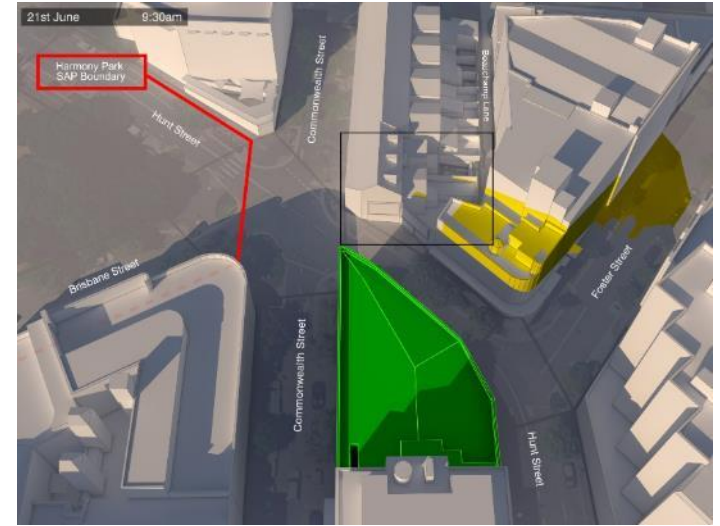
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



9:30am - Existing building



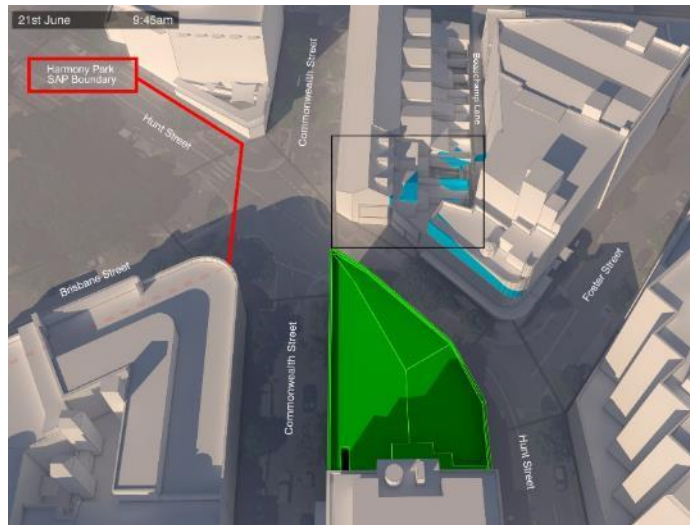
9:30am - Existing LEP



9:30am - Planning proposal



9:45am – Existing building

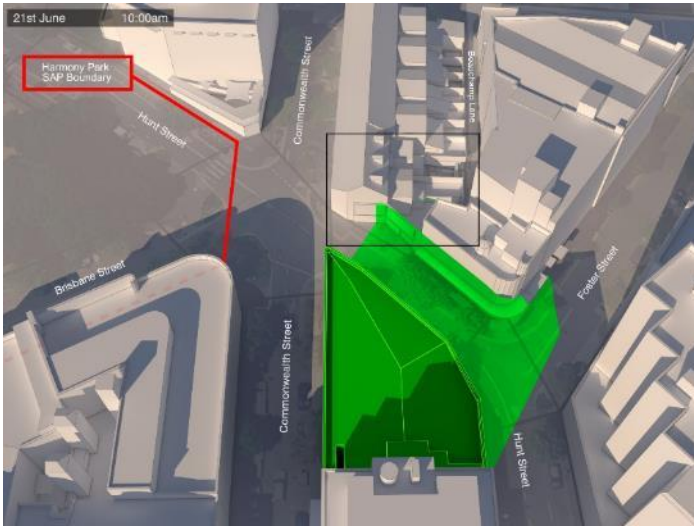


9:45am – Existing LEP

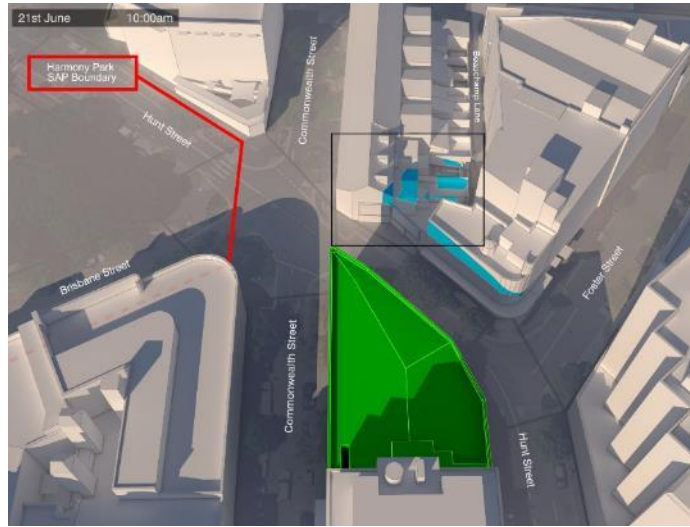


9:45am – Planning proposal

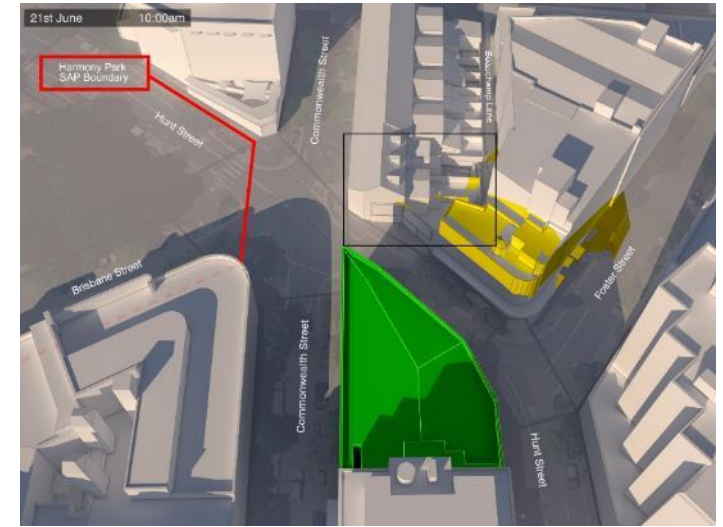
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



10am - Existing building



10am - Existing LEP



10am - Planning proposal



10:15am – Existing building

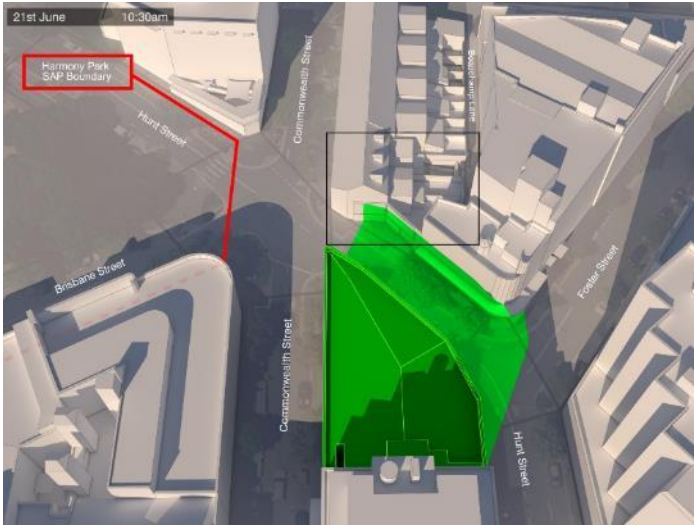


10:15am – Existing LEP

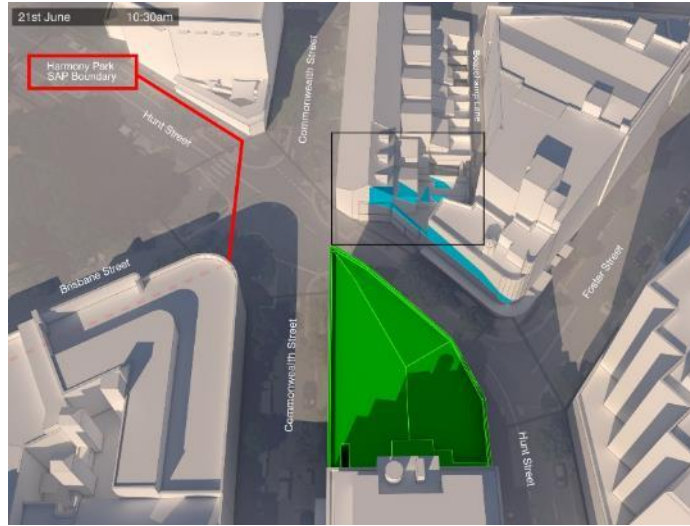


10:15am – Planning proposal

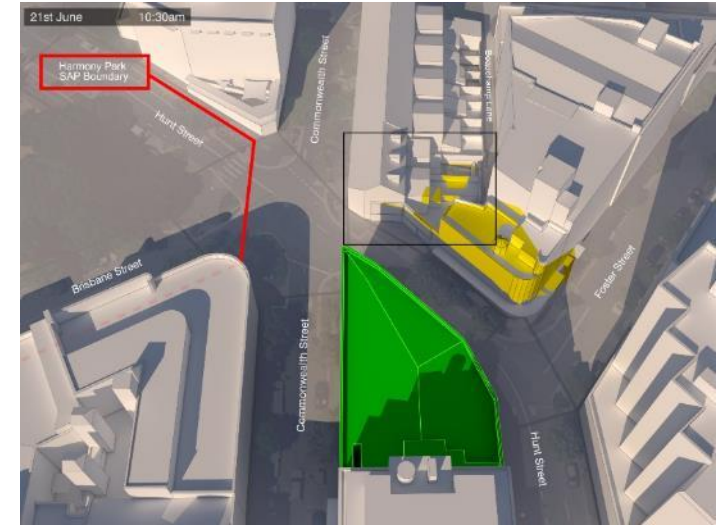
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



10:30am - Existing building



10:30am - Existing LEP



10:30am - Planning proposal



9:15am – Existing building



10:45am – Existing LEP



10:45am – Planning proposal

Planning Proposal – 85-93 Commonwealth Street, Surry Hills



11am - Existing building



11am - Existing LEP



11am - Planning proposal



11:15am – Existing building



11:15am – Existing LEP



11:15am – Planning proposal

Planning Proposal – 85-93 Commonwealth Street, Surry Hills



11:30am - Existing building



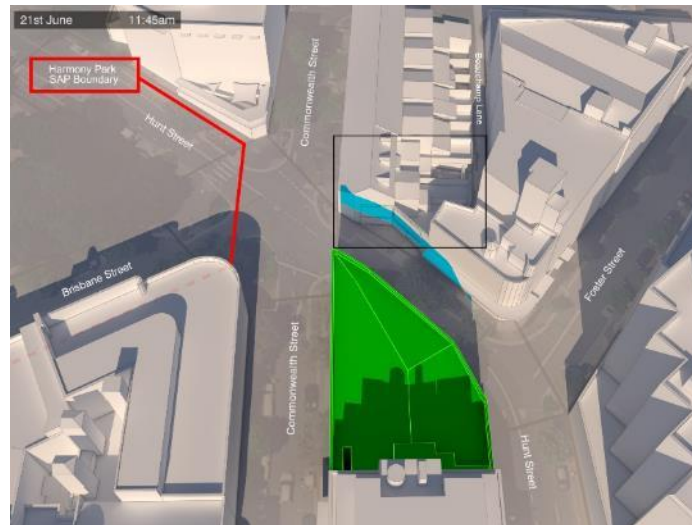
11:30am - Existing LEP



11:30am - Planning proposal



11:45am – Existing building



11:45am – Existing LEP

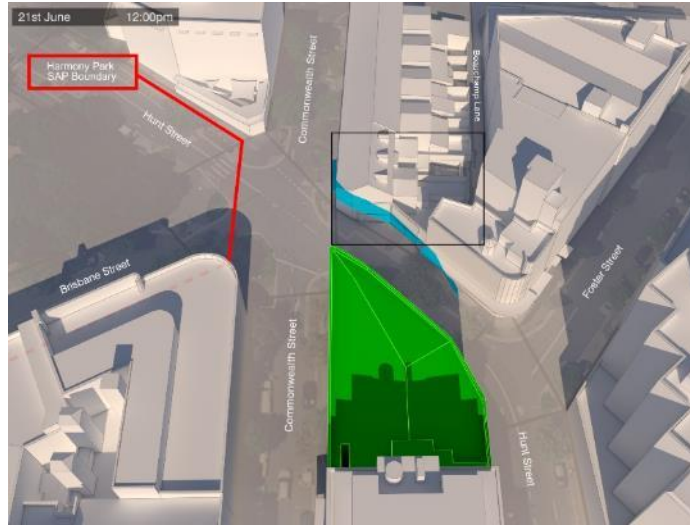


11:45am – Planning proposal

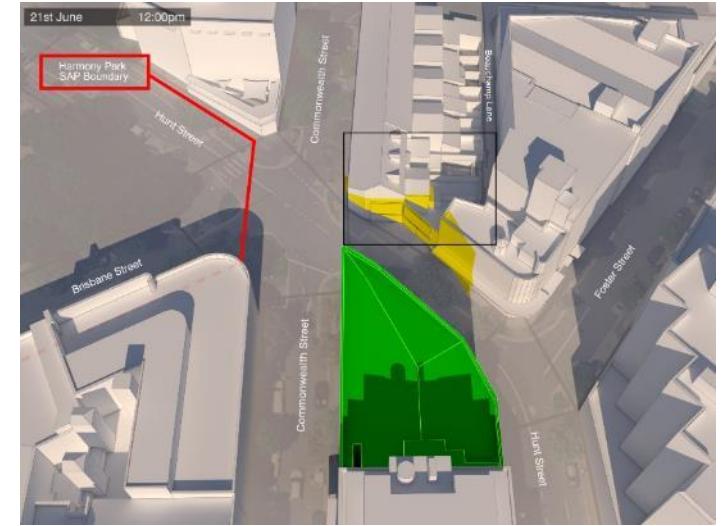
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



12 noon - Existing building



12 noon - Existing LEP



12 noon - Planning proposal



12:15pm – Existing building

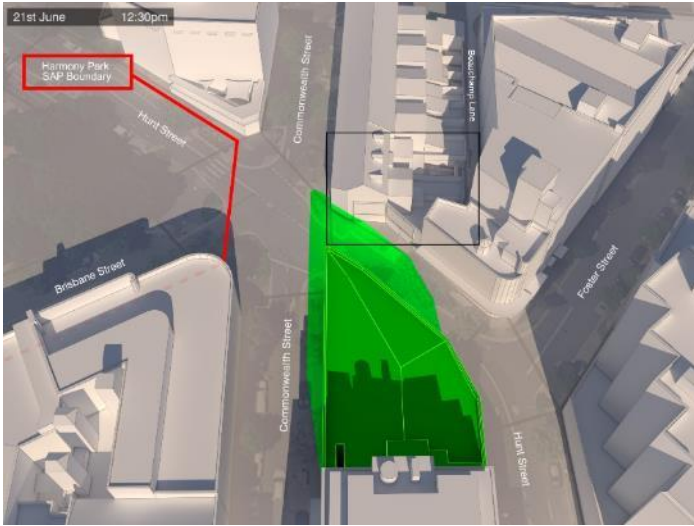


12:15pm – Existing LEP



12:15pm – Planning proposal

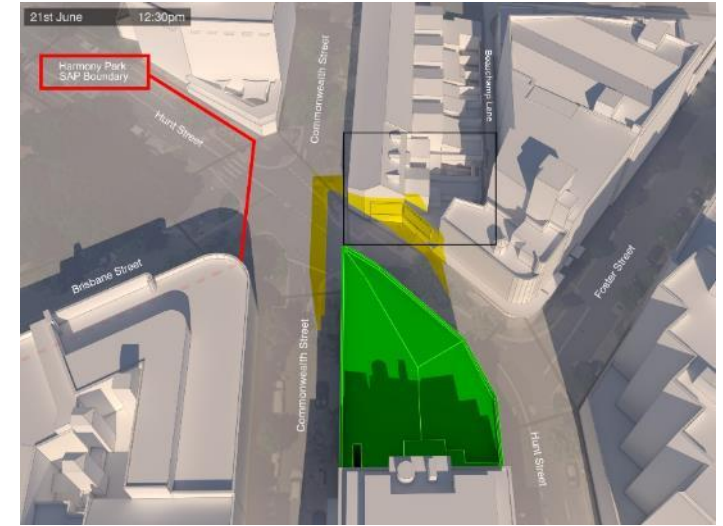
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



12:30pm - Existing building



12:30pm - Existing LEP



12:30pm - Planning proposal



12:45pm – Existing building

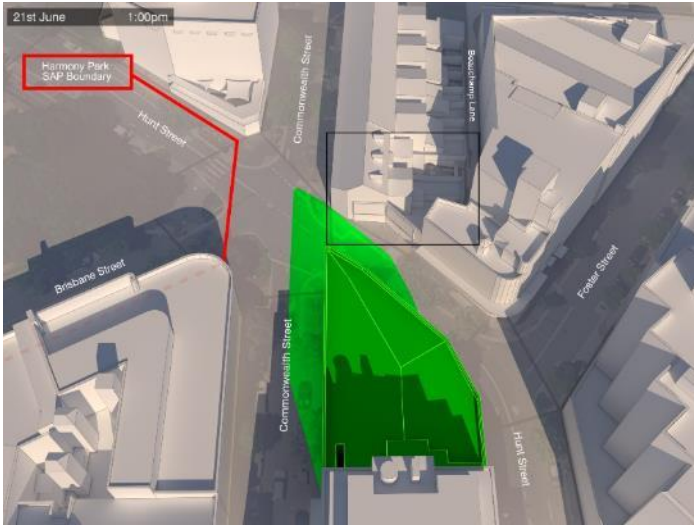


12:45pm – Existing LEP

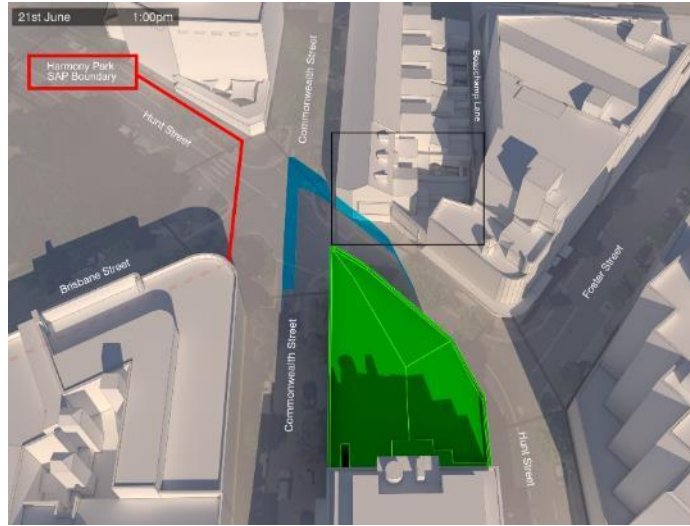


12:45pm – Planning proposal

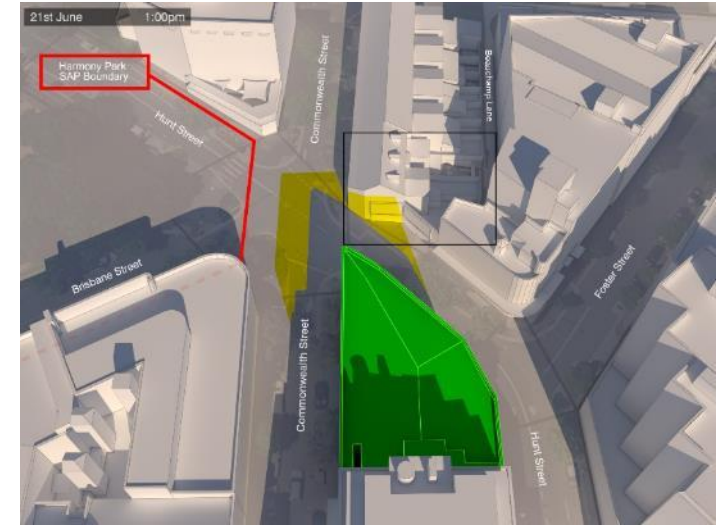
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



1pm - Existing building



1pm - Existing LEP



1pm - Planning proposal



1:15pm – Existing building

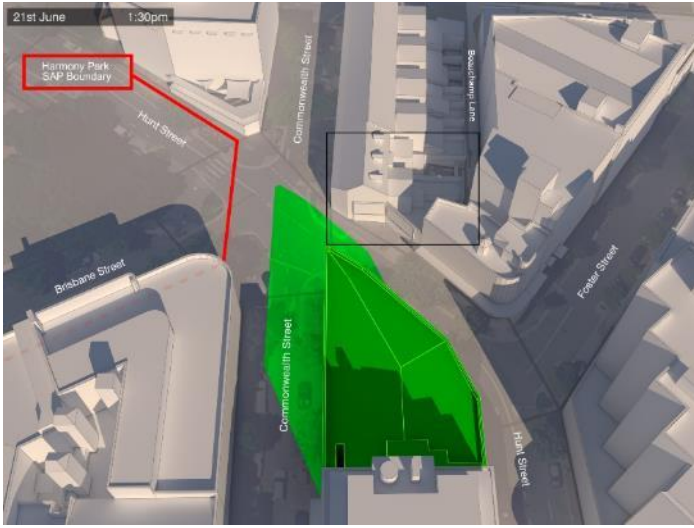


1:15pm – Existing LEP

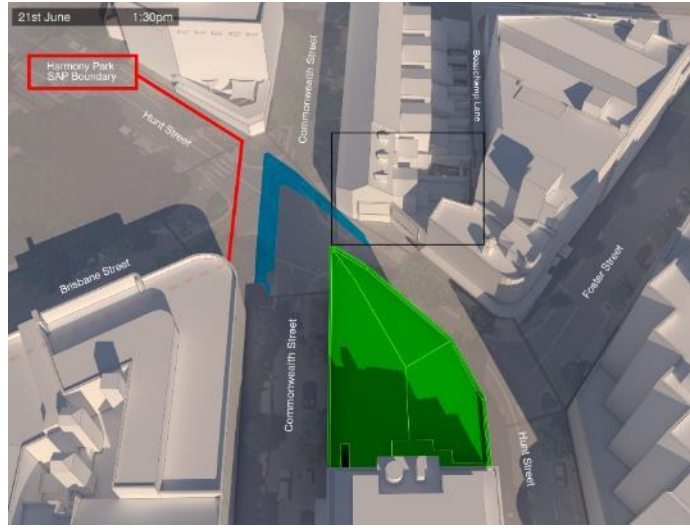


1:15pm – Planning proposal

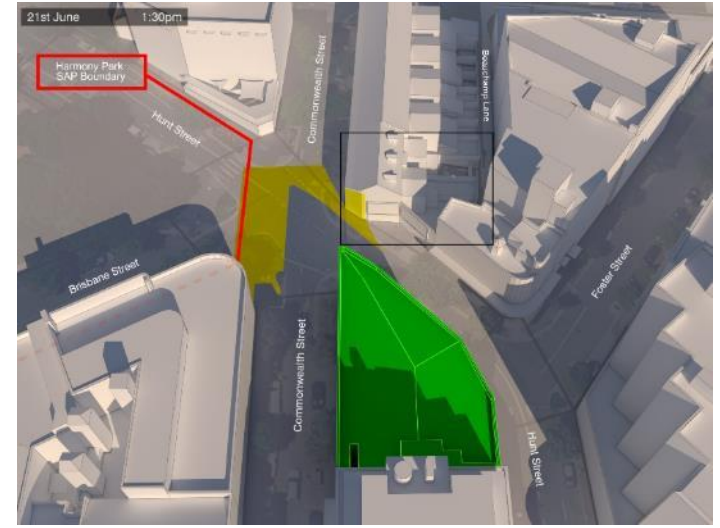
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



1:30pm - Existing building



1:30pm - Existing LEP



1:30pm - Planning proposal



1:45pm – Existing building



1:45pm – Existing LEP



1:45pm – Planning proposal

Planning Proposal – 85-93 Commonwealth Street, Surry Hills



2pm - Existing building



2pm - Existing LEP



2pm - Planning proposal



2:15pm – Existing building



2:15pm – Existing LEP



2:15pm – Planning proposal

Planning Proposal – 85-93 Commonwealth Street, Surry Hills



2:30pm - Existing building



2:30pm - Existing LEP



2:30pm - Planning proposal



2:45pm – Existing building



2:45pm – Existing LEP



2:45pm – Planning proposal

Planning Proposal – 85-93 Commonwealth Street, Surry Hills



3pm - Existing building



3pm - Existing LEP



3pm - Planning proposal



3:15pm – Existing building

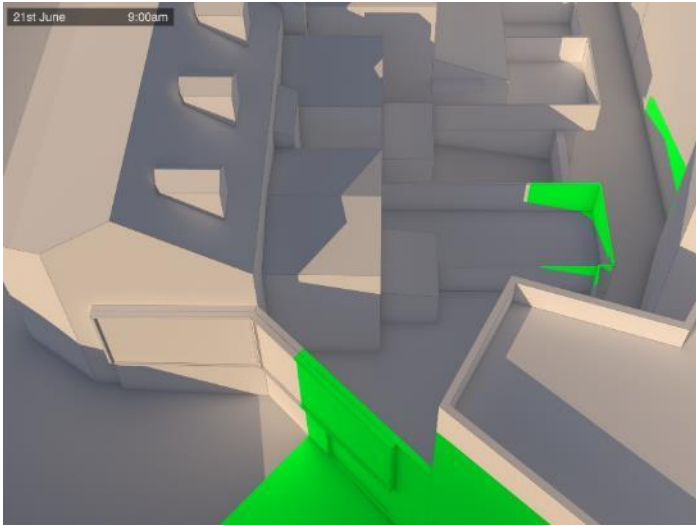


3:15pm – Existing LEP

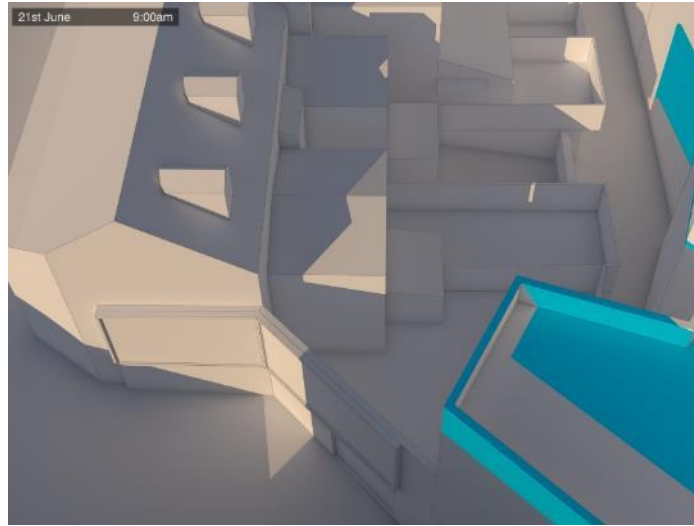


3:15pm – Planning proposal

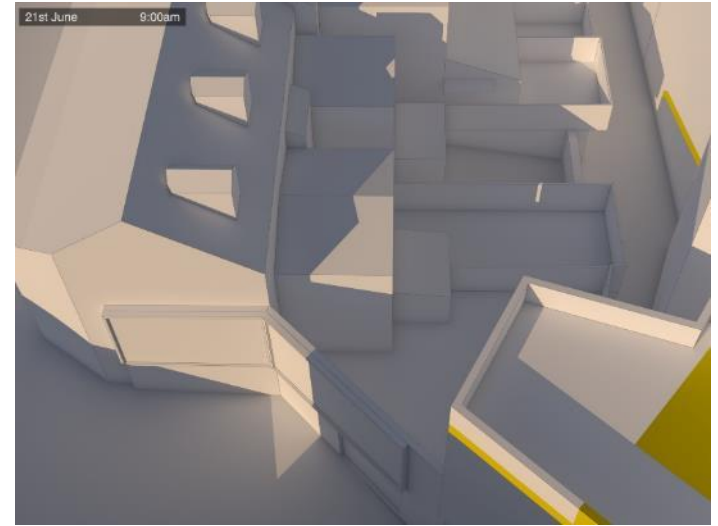
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



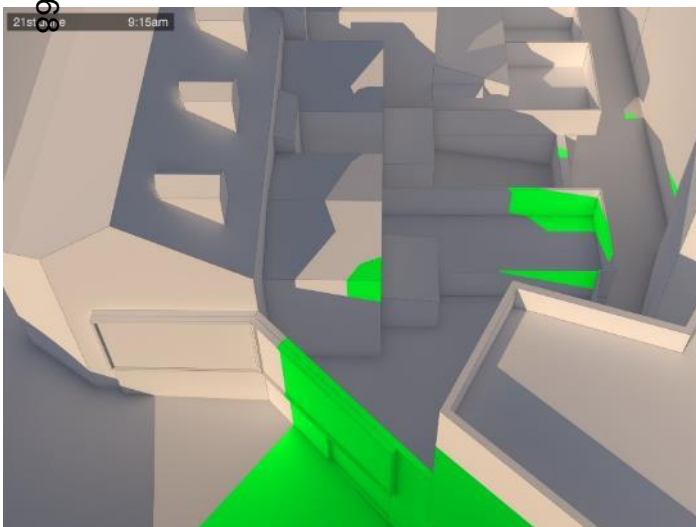
9am - Existing building



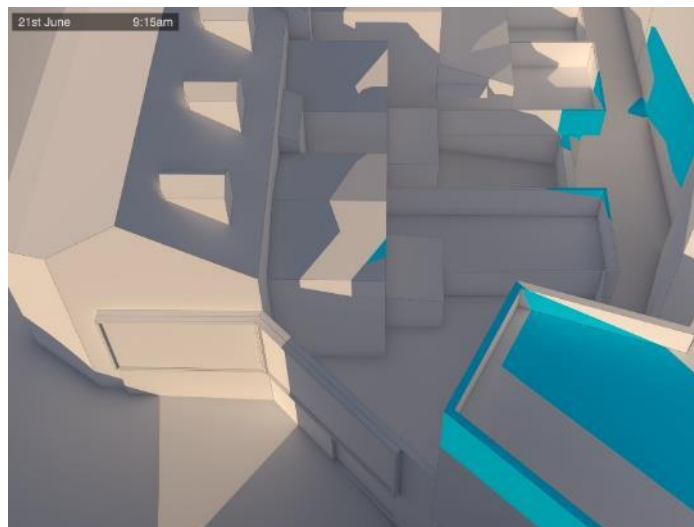
9am - Existing LEP



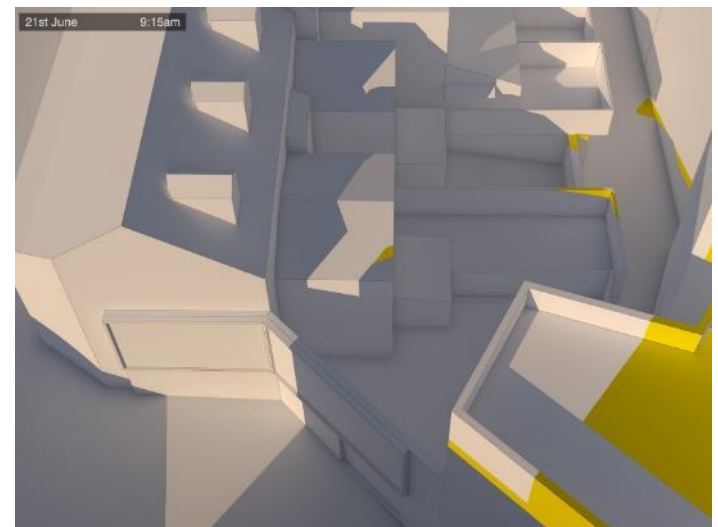
9am - Planning proposal



9:15am – Existing building

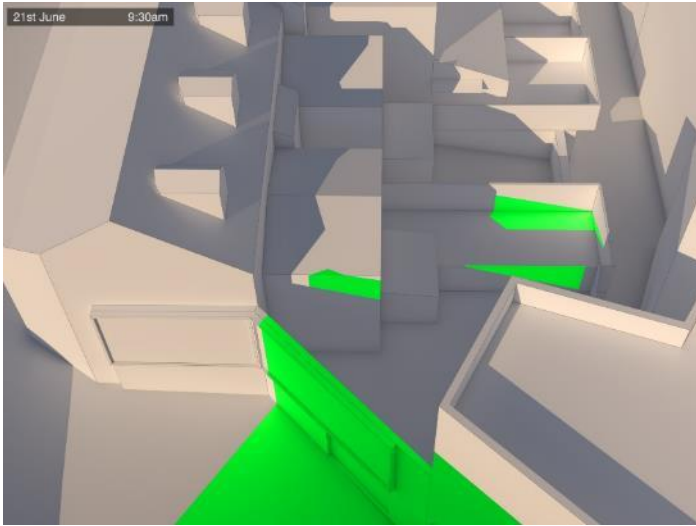


9:15am – Existing LEP

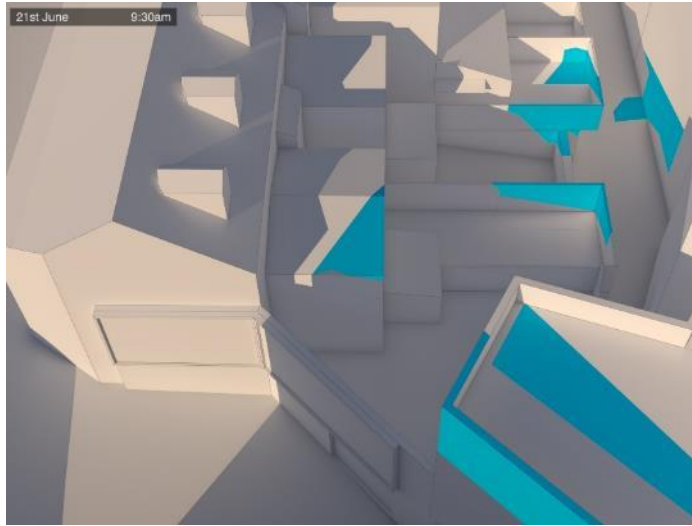


9:15am – Planning proposal

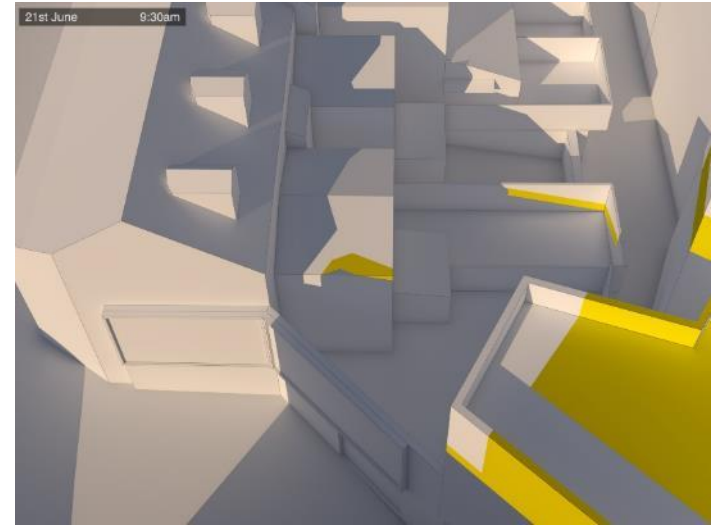
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



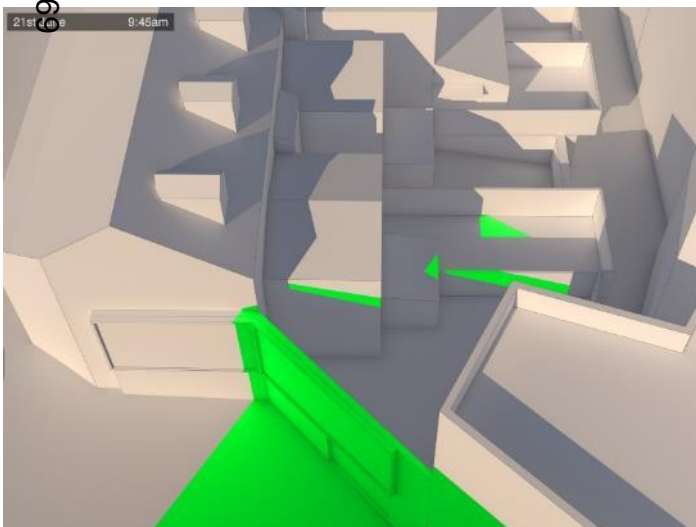
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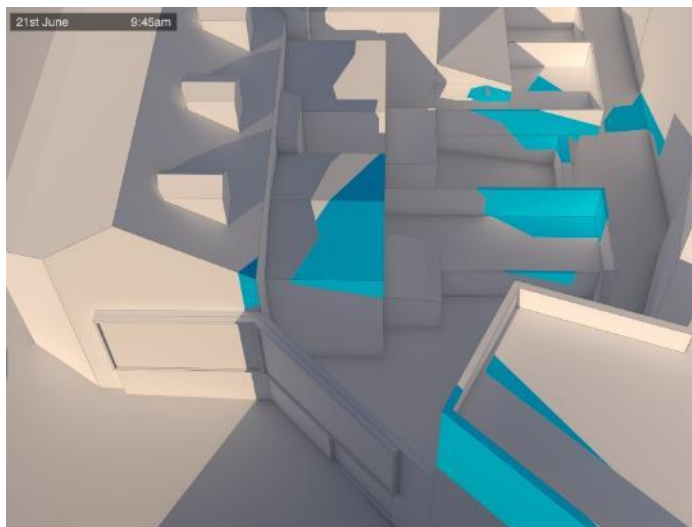
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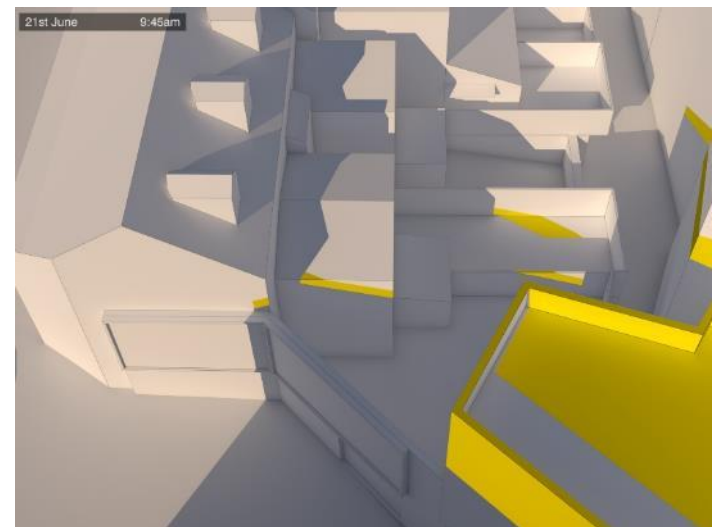
9:30am - Planning proposal



9:45am – Existing building

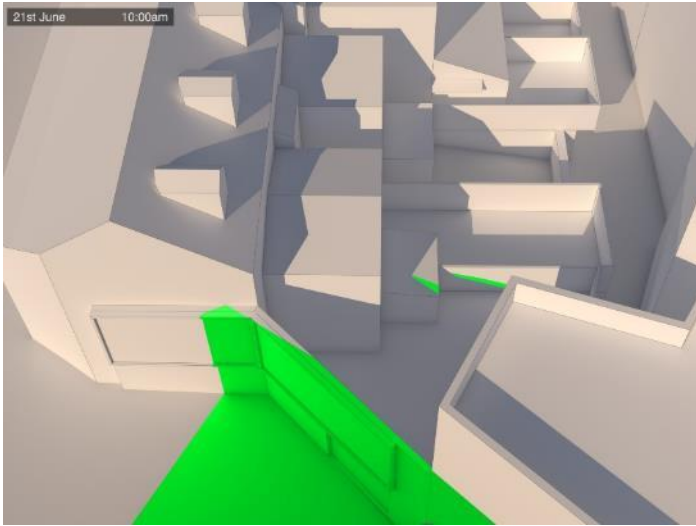


9:45am – Existing LEP

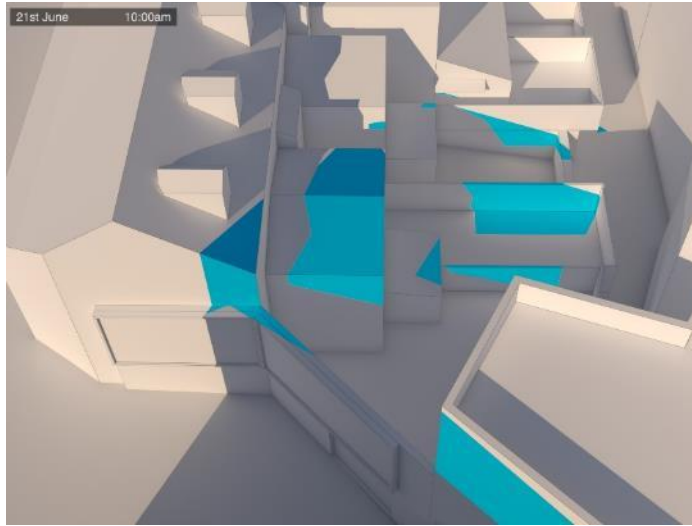


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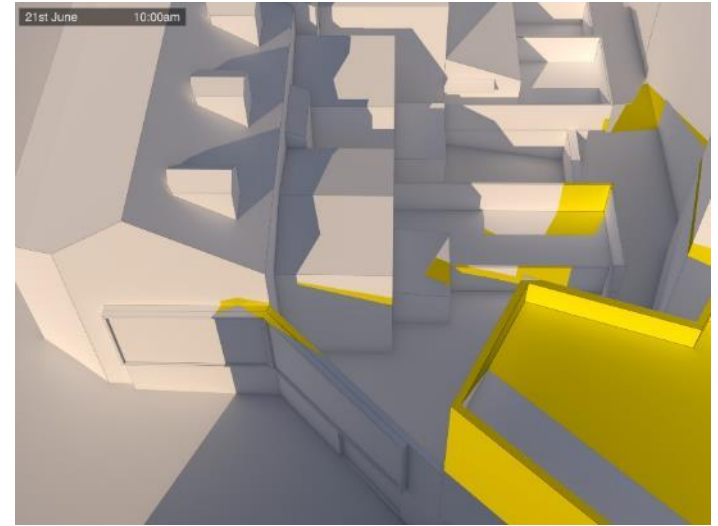
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



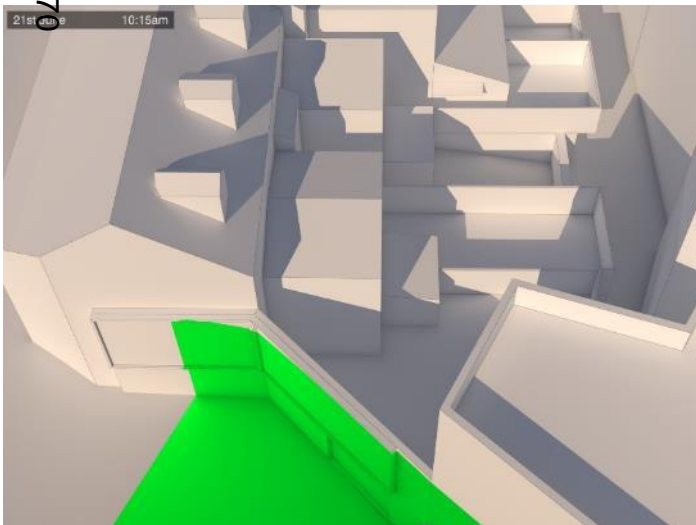
10am - Existing building



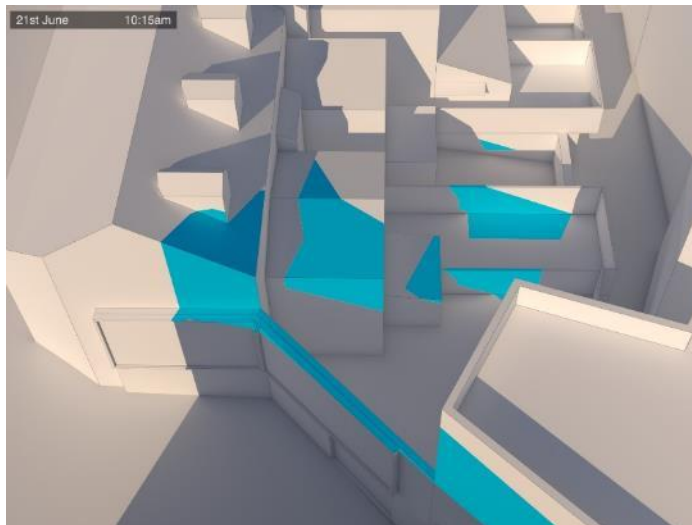
10am - Existing LEP



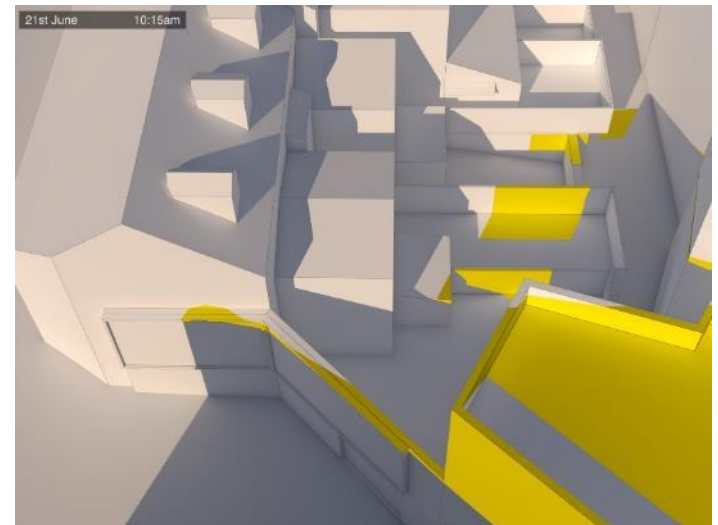
10am - Planning proposal



10:15am – Existing building

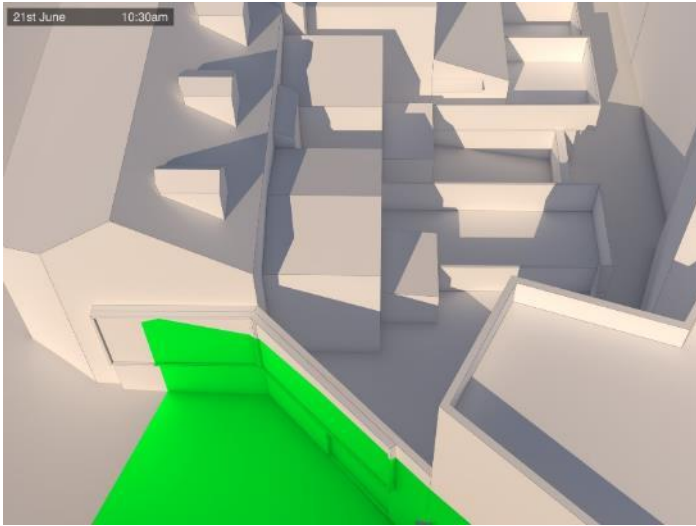


10:15am – Existing LEP

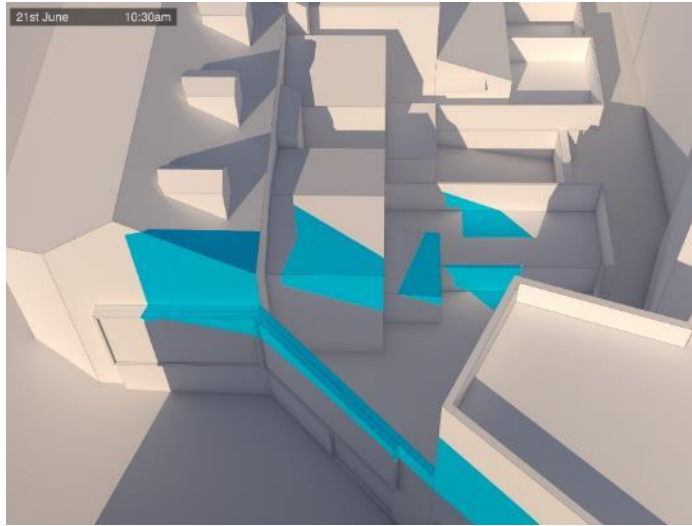


10:15am – Planning proposal

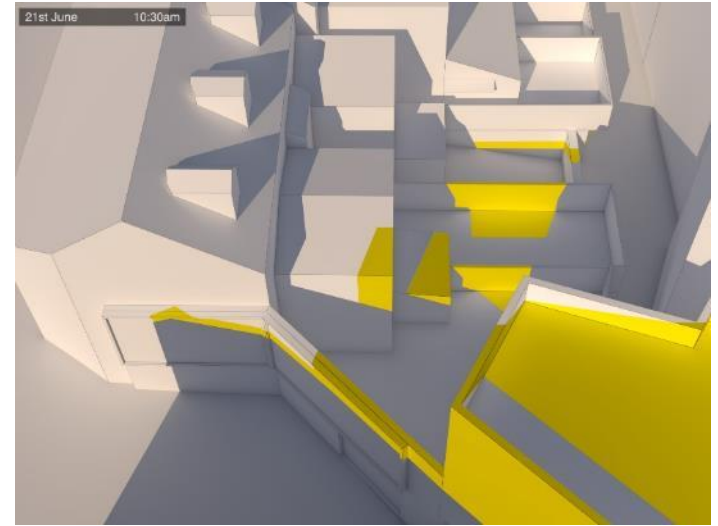
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



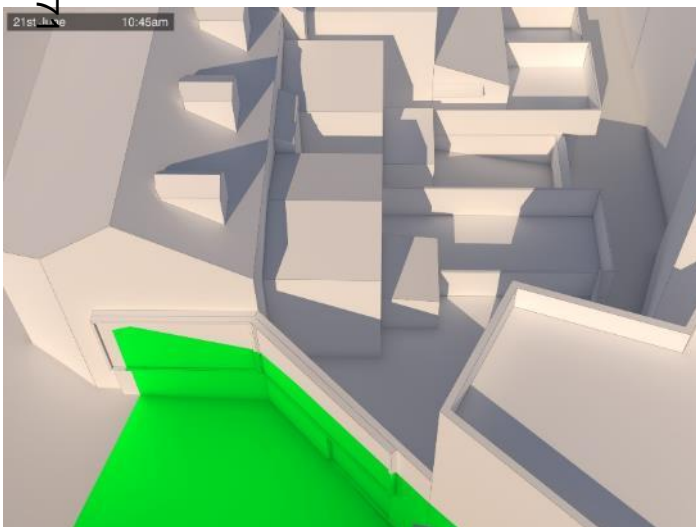
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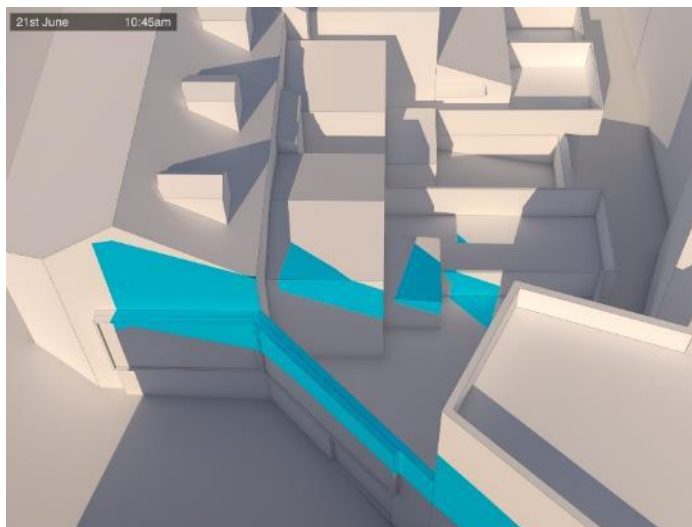
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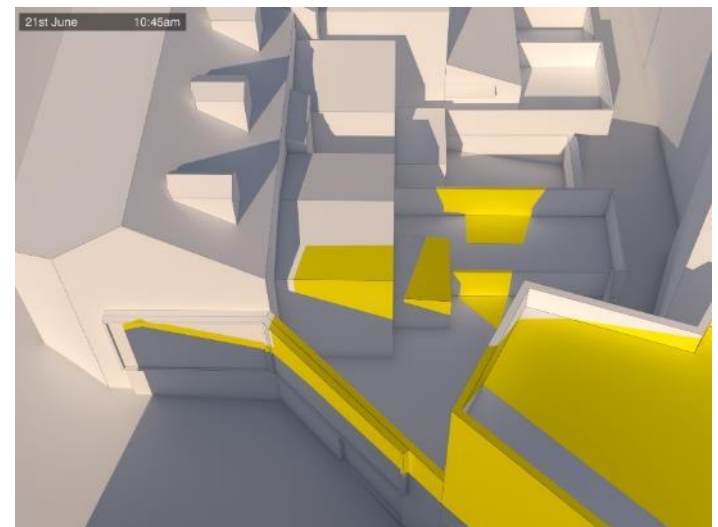
10:30am - Planning proposal



9:15am – Existing building

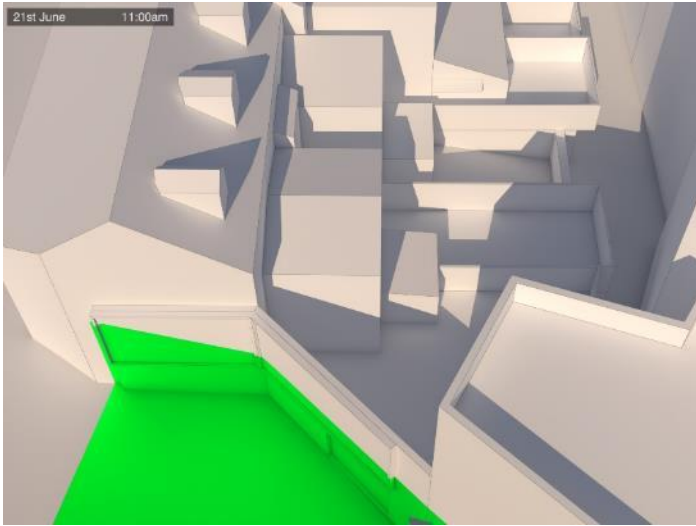


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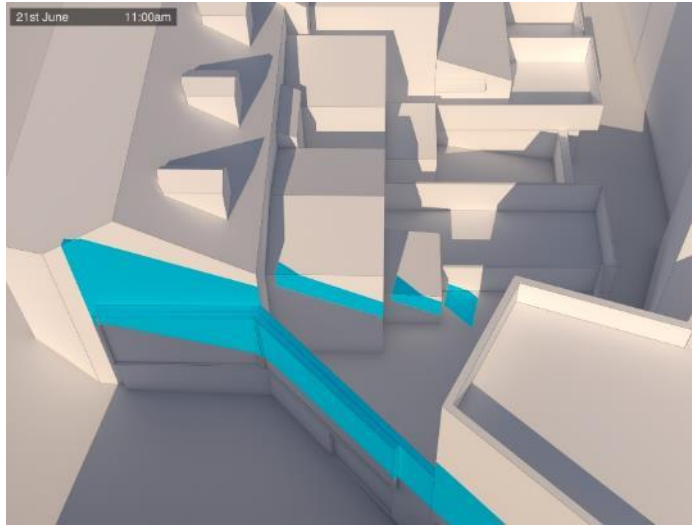


10:45am – Planning proposal

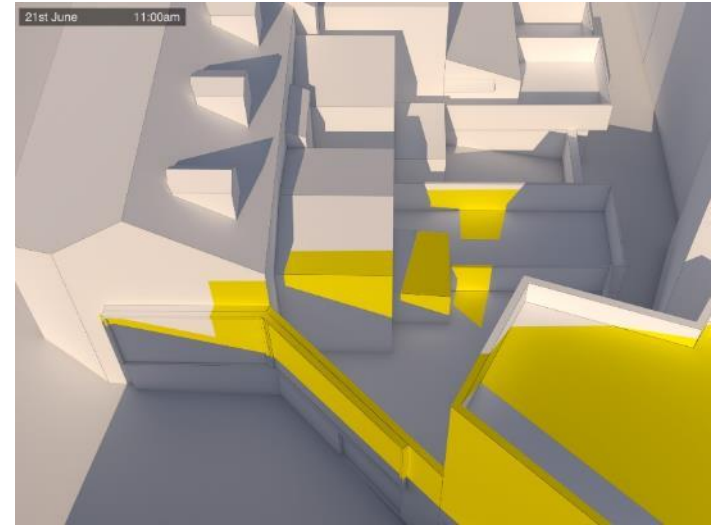
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



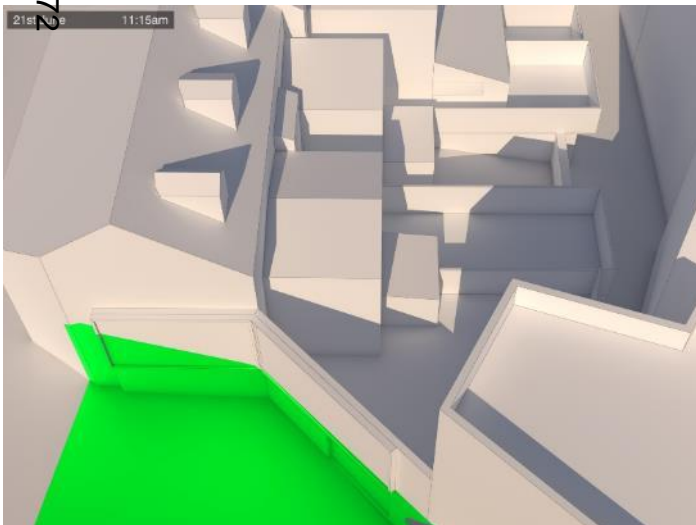
11am - Existing building



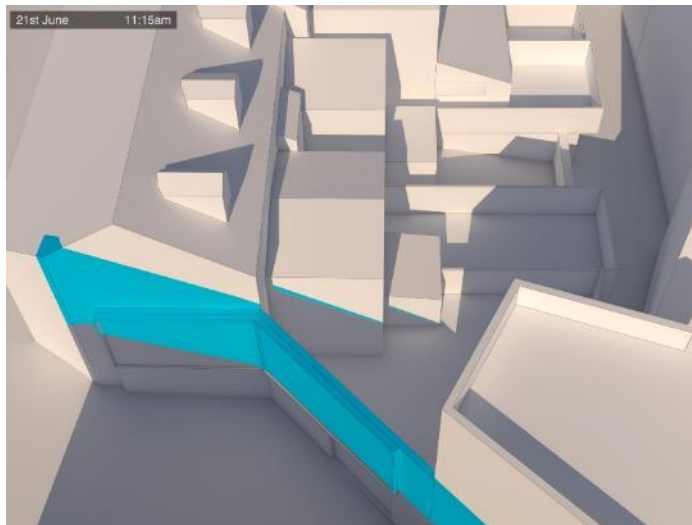
11am - Existing LEP



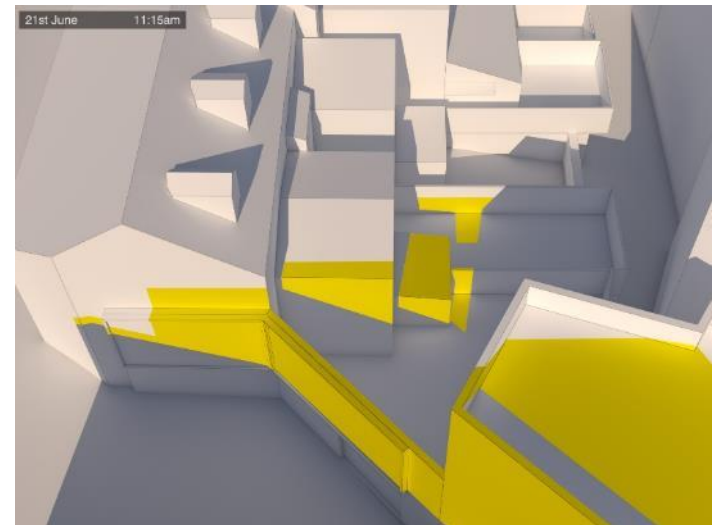
11am - Planning proposal



11:15am – Existing building

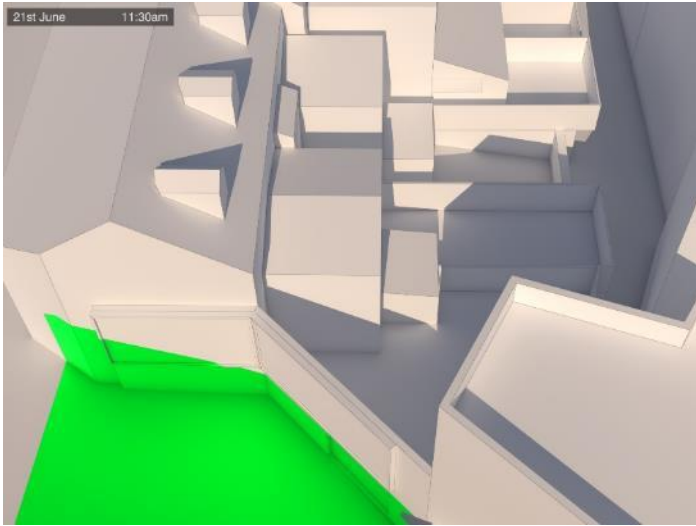


11:15am – Existing LEP

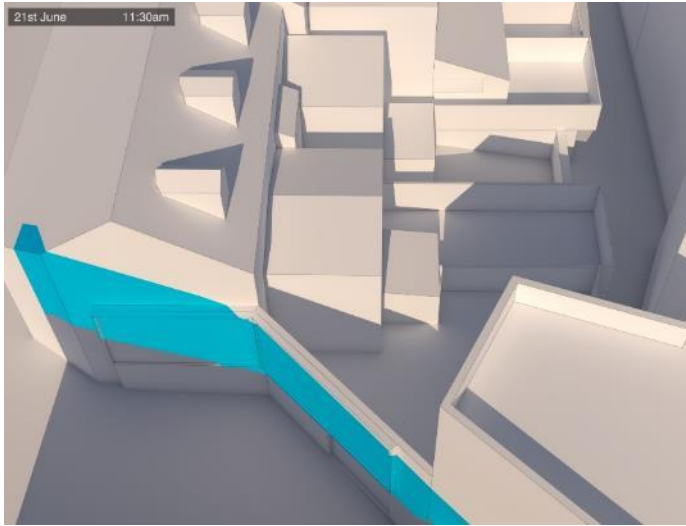


11:15am – Planning proposal

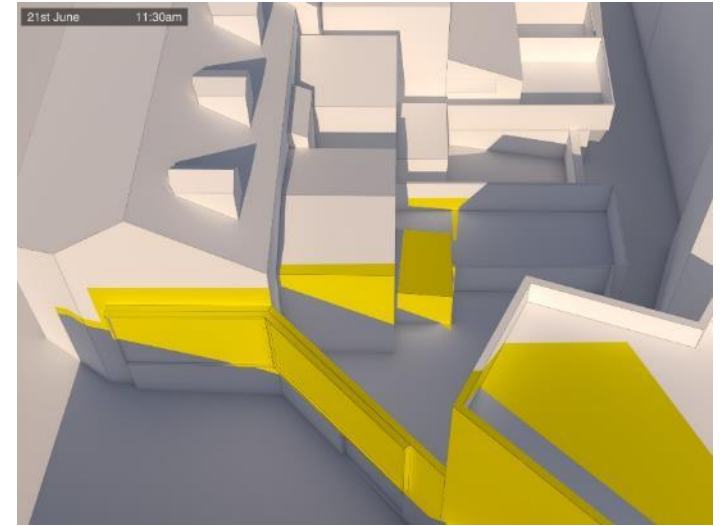
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



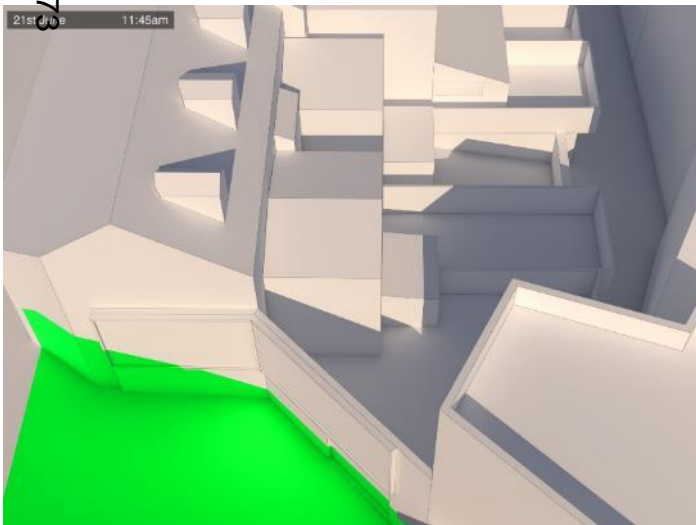
11:30am - Existing building



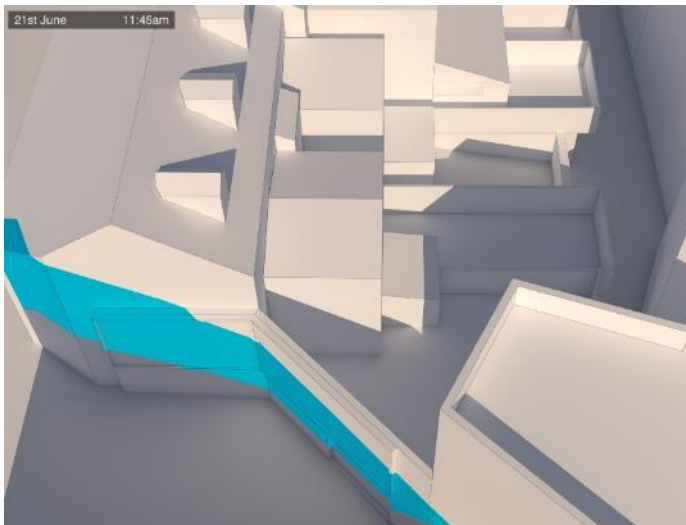
11:30am - Existing LEP



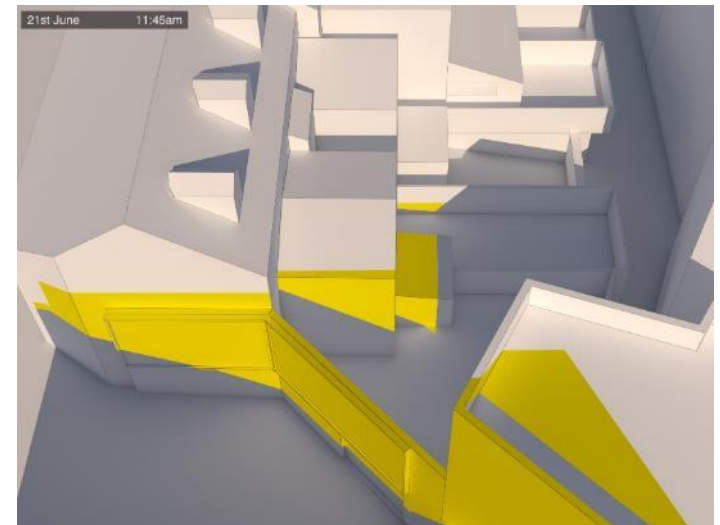
11:30am - Planning proposal



11:45am – Existing building

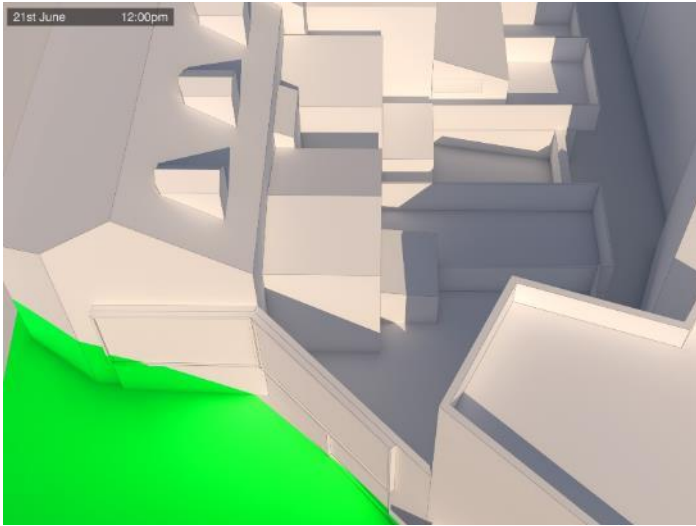


11:45am – Existing LEP

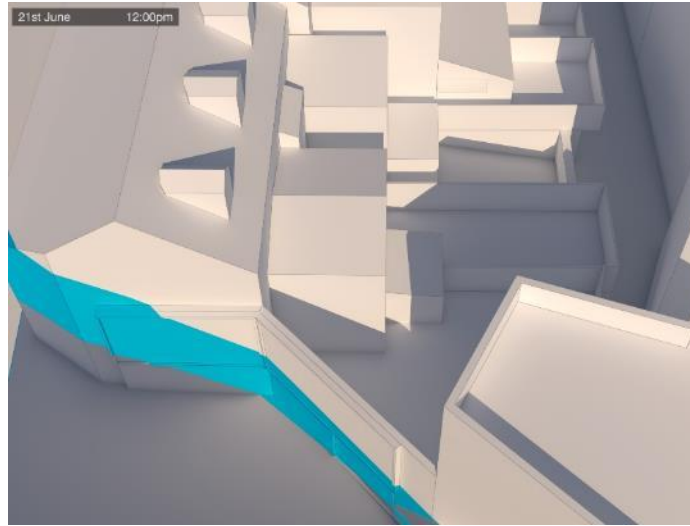


11:45am – Planning proposal

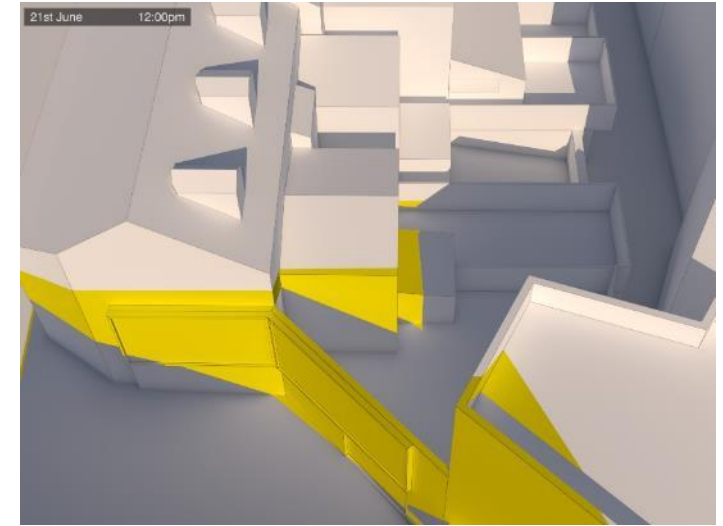
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



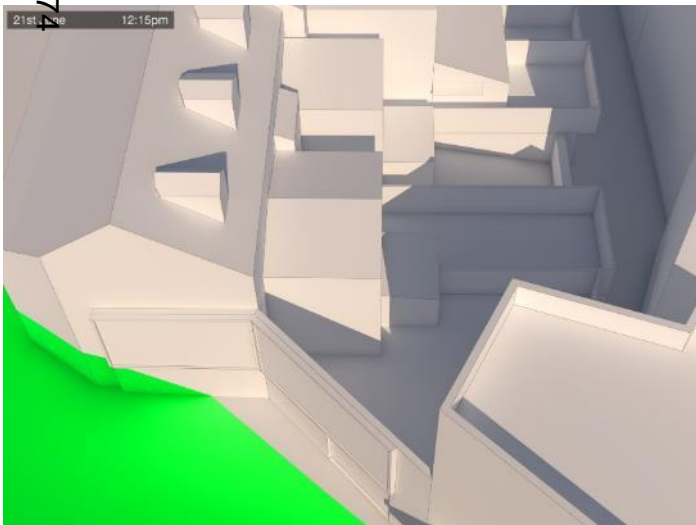
12 noon - Existing building



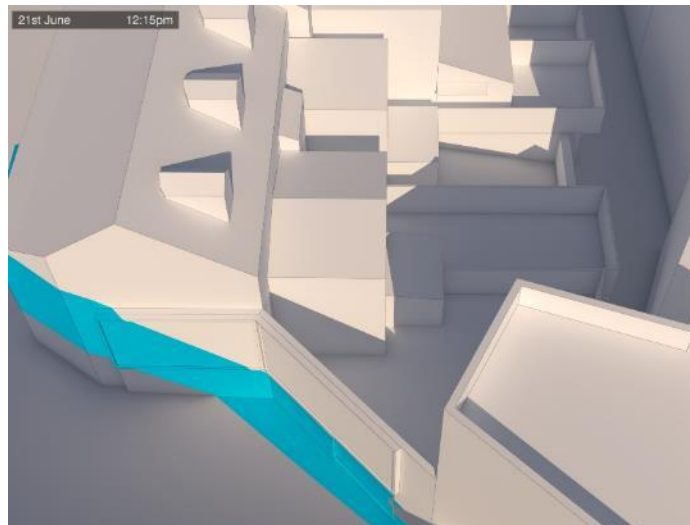
12 noon - Existing LEP



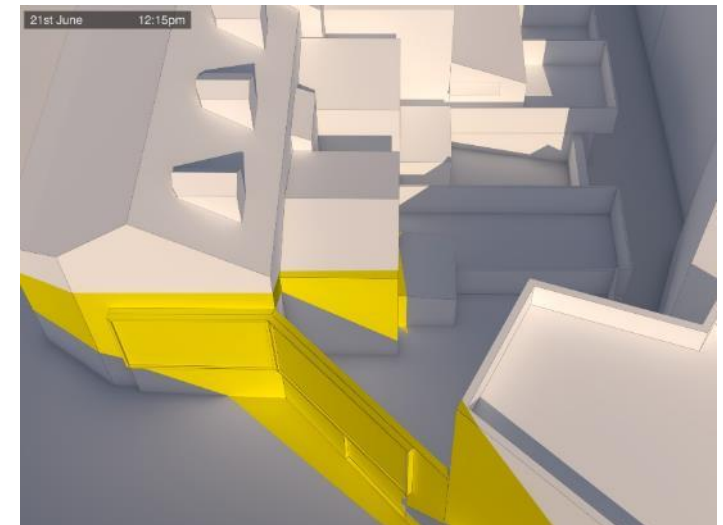
12 noon - Planning proposal



12:15pm – Existing building

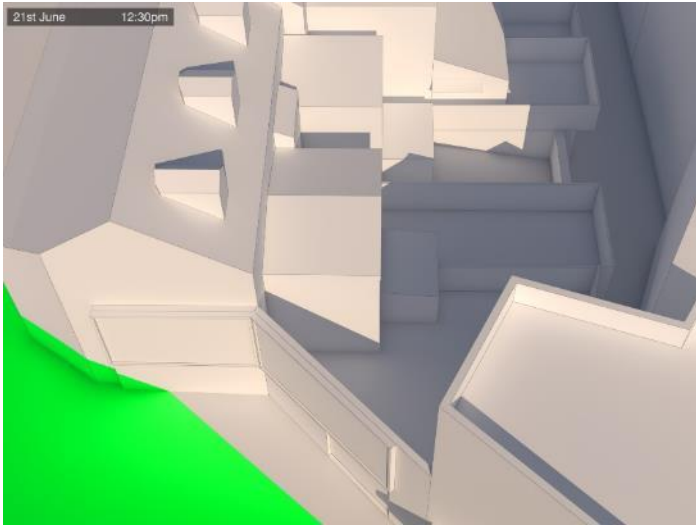


12:15pm – Existing LEP

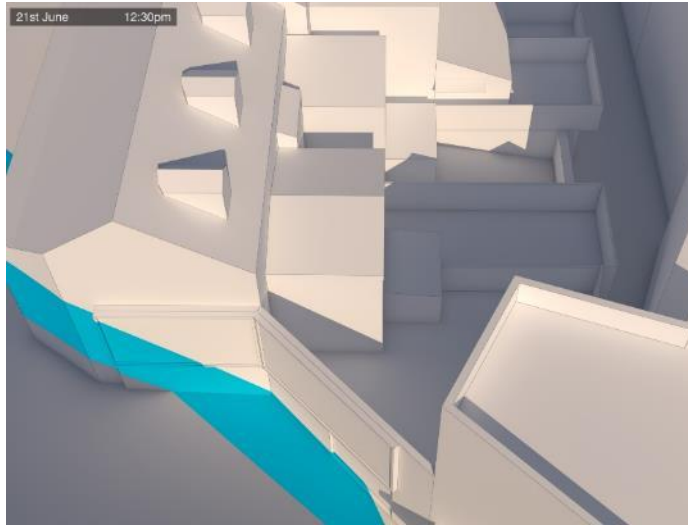


12:15pm – Planning proposal

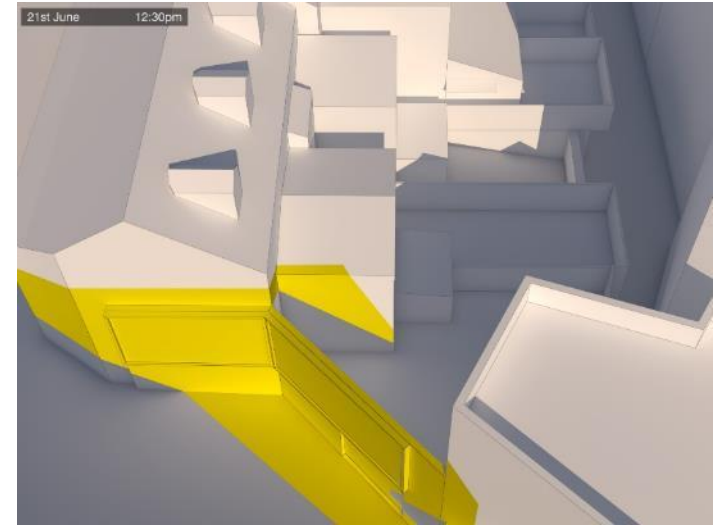
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



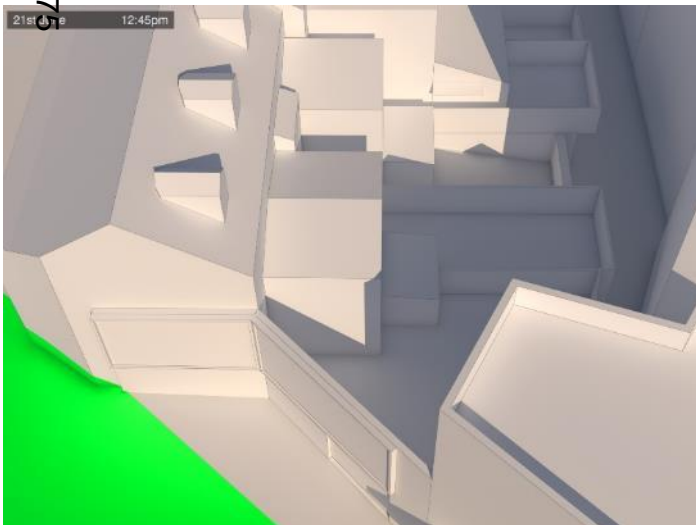
12:30pm - Existing building



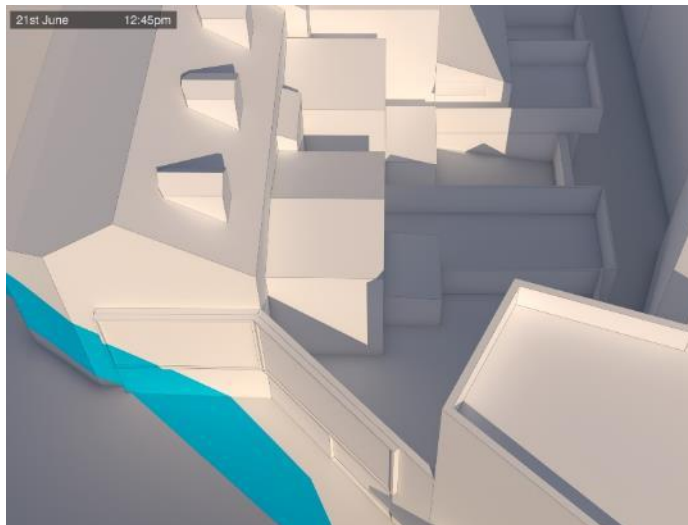
12:30pm - Existing LEP



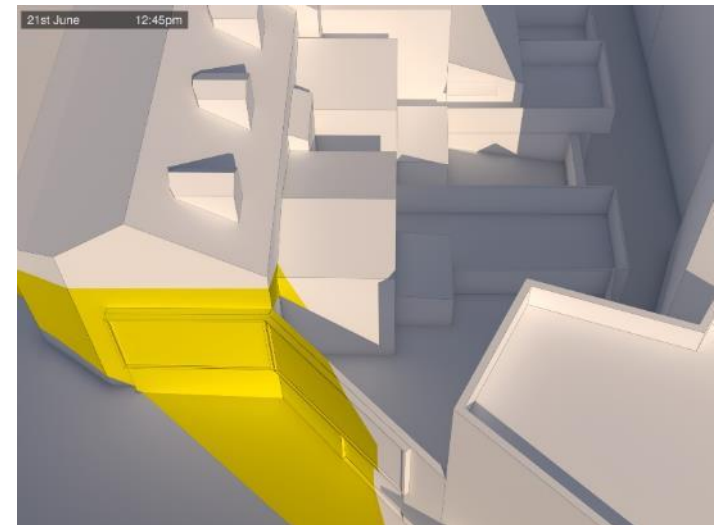
12:30pm - Planning proposal



12:45pm – Existing building

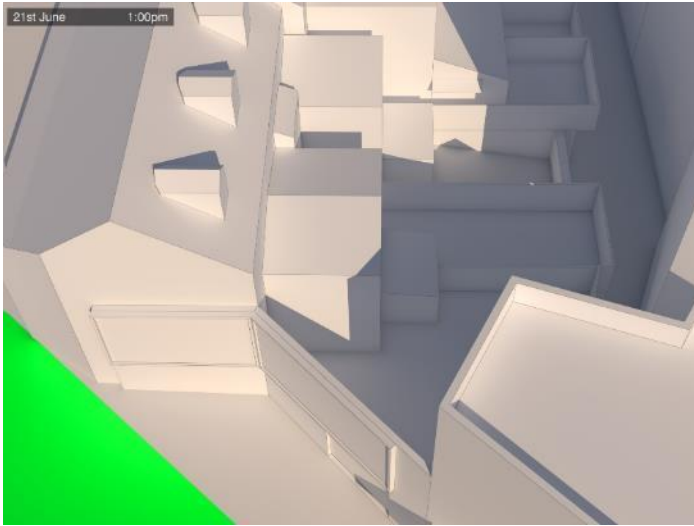


12:45pm – Existing LEP

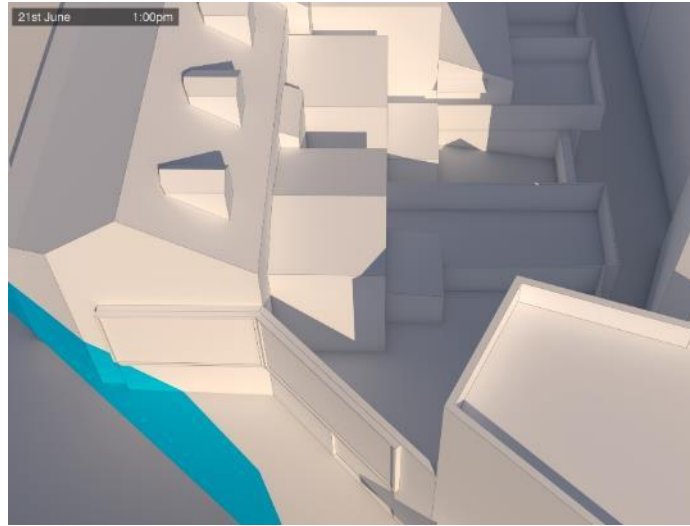


12:45pm – Planning proposal

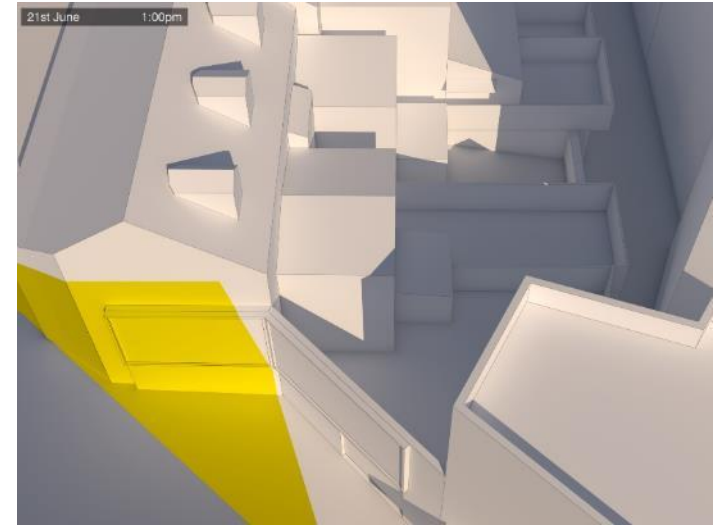
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



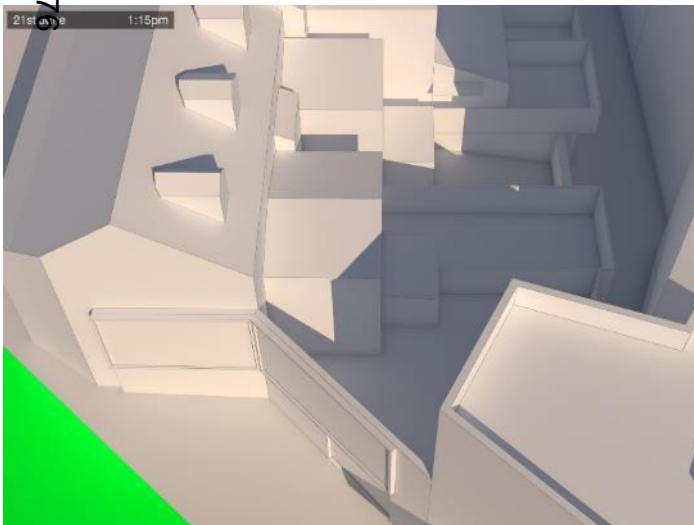
1pm - Existing building



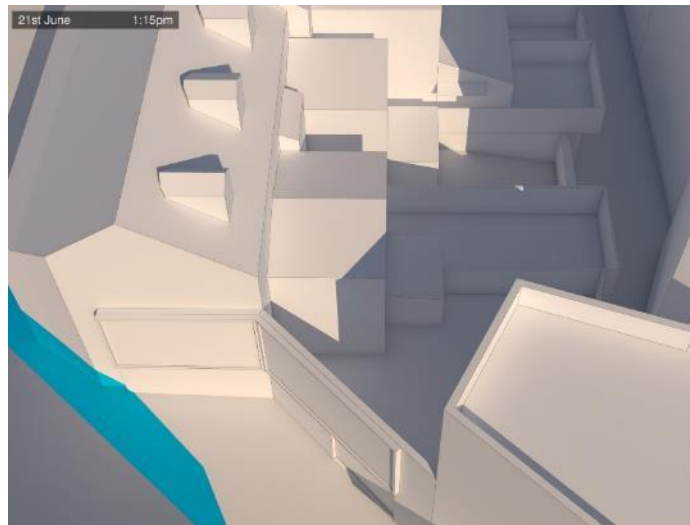
1pm - Existing LEP



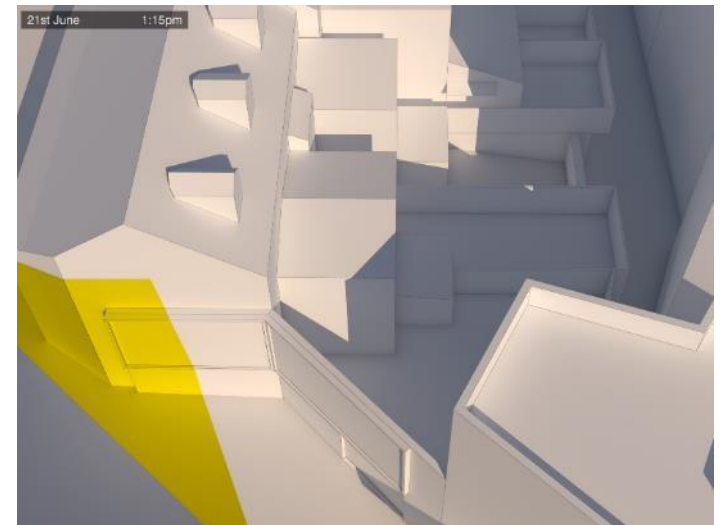
1pm - Planning proposal



1:15pm – Existing building

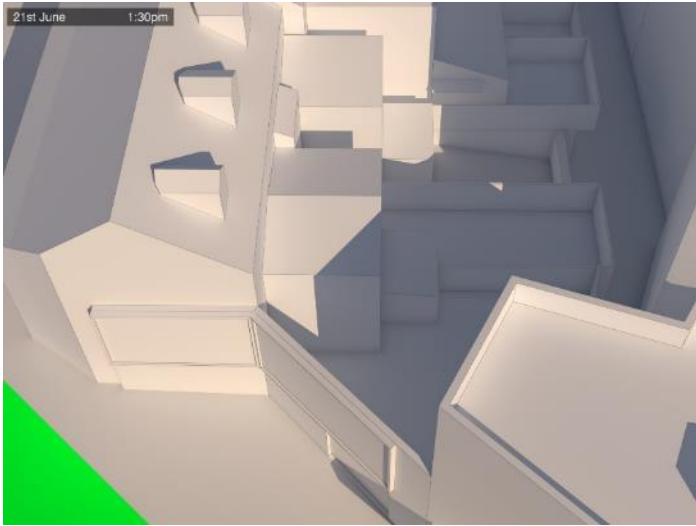


1:15pm – Existing LEP

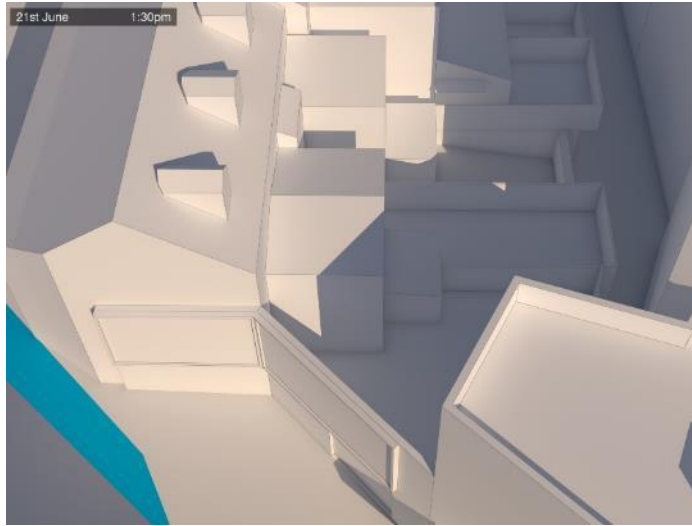


1:15pm – Planning proposal

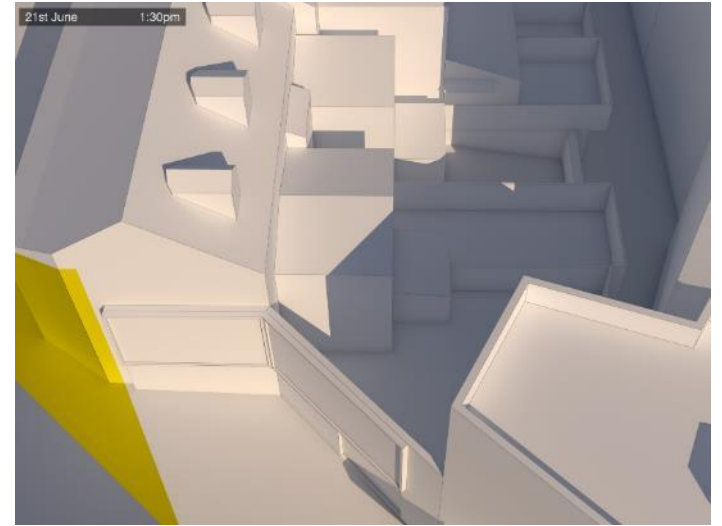
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



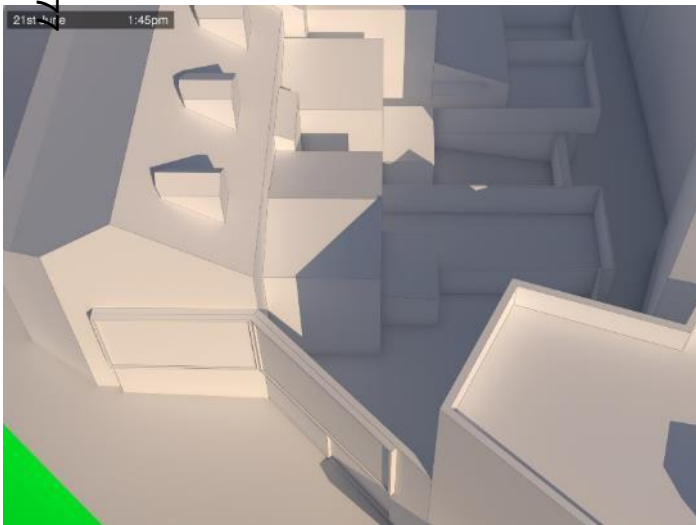
1:30pm - Existing building



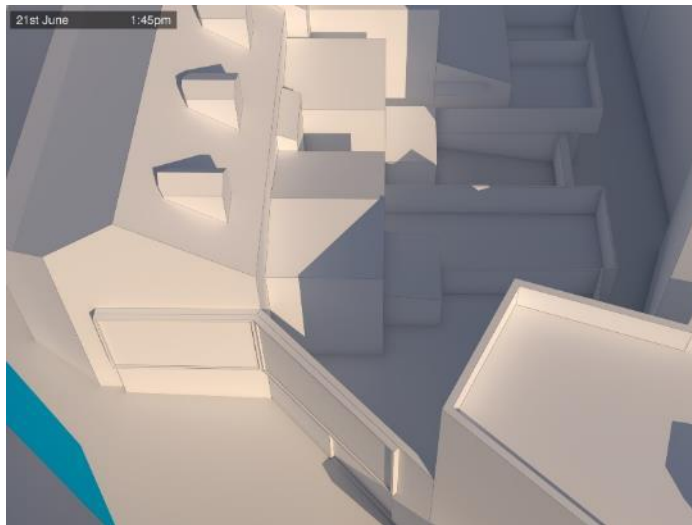
1:30pm - Existing LEP



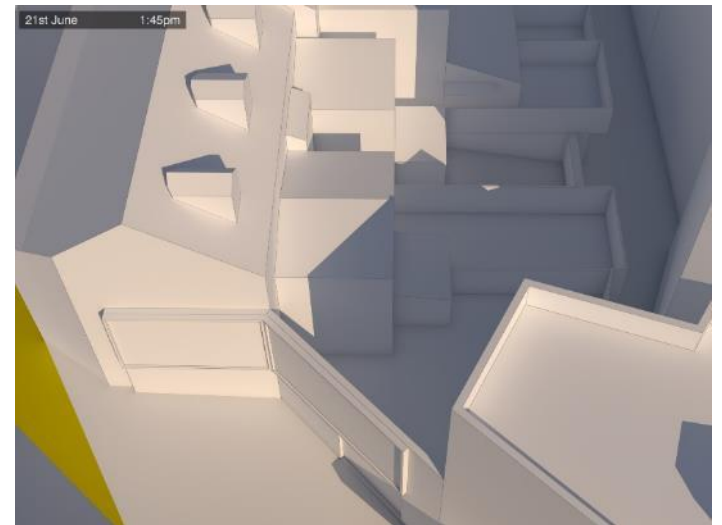
1:30pm - Planning proposal



1:45pm – Existing building

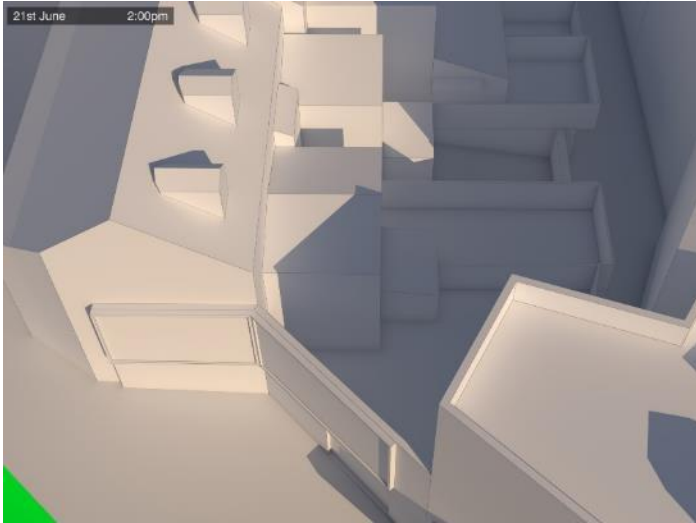


1:45pm – Existing LEP

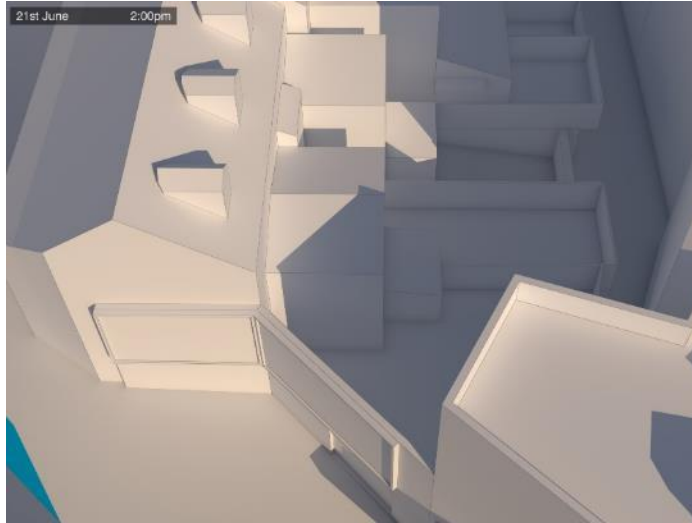


1:45pm – Planning proposal

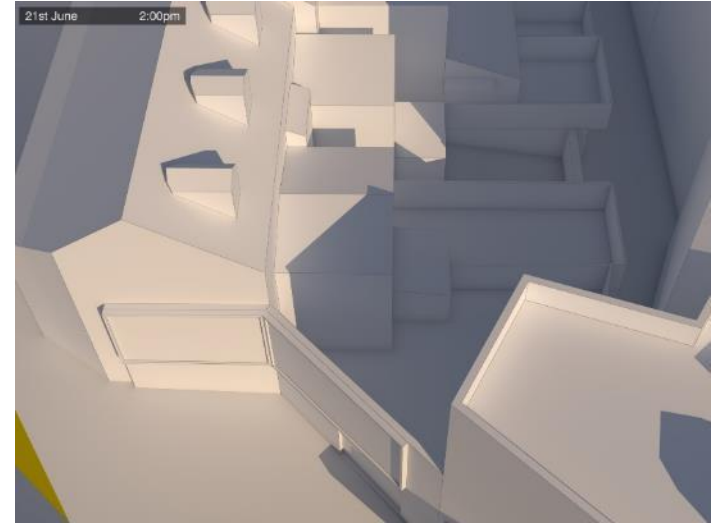
Planning Proposal – 85-93 Commonwealth Street, Surry Hills



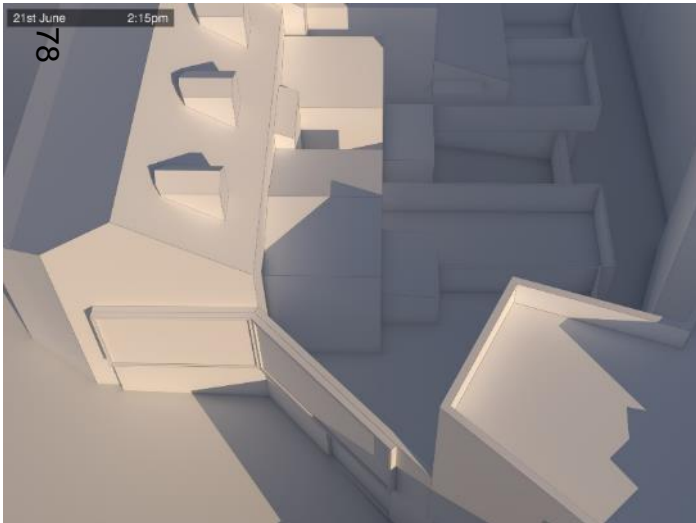
2pm - Existing building



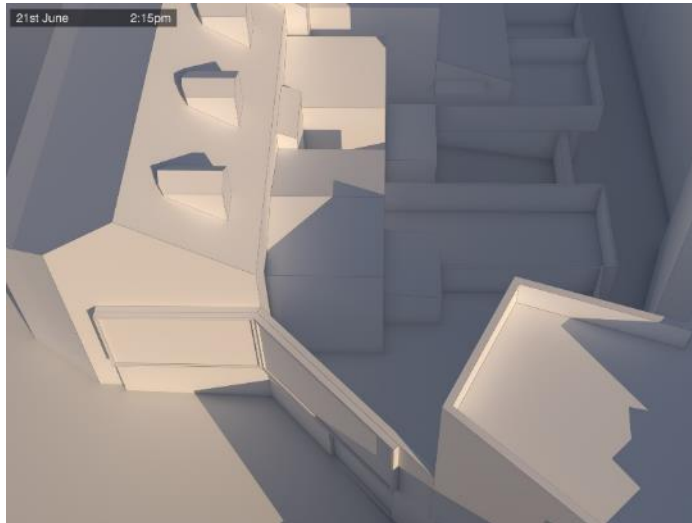
2pm - Existing LEP



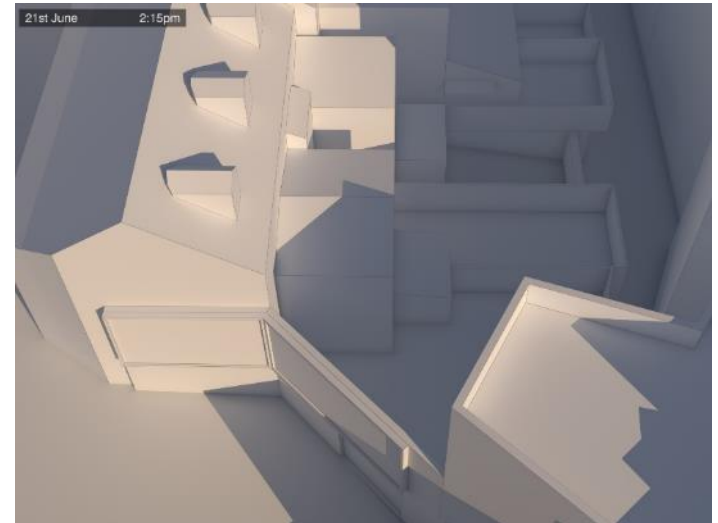
2pm - Planning proposal



2:15pm – Existing building



2:15pm – Existing LEP



2:15pm – Planning proposal



Attachment C

**Resolutions of Council and the Central
Sydney Planning Committee**

Resolution of Council

15 May 2023

Item 8.4

Public Exhibition - Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge, 90 and 100-104 Brougham Street, Potts Point, and 85-93 Commonwealth Street, Surry Hills - Sydney Local Environmental Plan 2012 Amendment

It is resolved that:

- (A) Council approve the Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge as shown at Attachment A to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;
- (B) Council approve the Planning Proposal - 90 and 100-104 Brougham Street, Potts Point as shown at Attachment B to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;
- (C) Council approve the Planning Proposal - 85-93 Commonwealth Street, Surry Hills, as shown at Attachment C to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

- (D) Council seek authority from the Department of Planning and Environment to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills; and
- (E) authority be delegated to the Chief Executive Officer to make any minor variations to Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills, to correct any drafting errors or to ensure consistency with the Gateway Determination.

Clause (A) was carried on the following show of hands:

Ayes (7) The Chair (the Lord Mayor), Councillors Davis, Gannon, Jarrett, Kok, Scott and Worling

Noes (2) Councillors Ellsmore and Weldon.

Clauses (B) to (E) were carried unanimously.

X082392

Resolution of Central Sydney Planning Committee

11 May 2023

Item 6

Public Exhibition - Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge, 90 and 100-104 Brougham Street, Potts Point, and 85-93 Commonwealth Street, Surry Hills - Sydney Local Environmental Plan 2012 Amendment

Moved by the Chair (the Lord Mayor), seconded by Councillor Kok –

It is resolved that:

- (A) the Central Sydney Planning Committee approve the Planning Proposal - 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge as shown at Attachment A to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

- (B) the Central Sydney Planning Committee approve the Planning Proposal - 90 and 100-104 Brougham Street, Potts Point as shown at Attachment B to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

- (C) the Central Sydney Planning Committee approve the Planning Proposal - 85-93 Commonwealth Street, Surry Hills, as shown at Attachment C to the subject report:
 - (i) for submission to the Department of Planning and Environment with a request for Gateway Determination; and
 - (ii) for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;
- (D) the Central Sydney Planning Committee note the recommendation to Council's Transport, Heritage, Environment and Planning Committee on 8 May 2023 that Council seek authority from the Department of Planning and Environment to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills; and
- (E) authority be delegated to the Chief Executive Officer to make any minor variations to Planning Proposals: 2, 2A-8 Arundel Street and 6-12 Parramatta Road, Forest Lodge; 90 and 100-104 Brougham Street, Potts Point; and 85-93 Commonwealth Street, Surry Hills, to correct any drafting errors or to ensure consistency with the Gateway Determination.

Carried unanimously.

X082392

Attachment D

Gateway Determination

Gateway Determination

Planning proposal (Department Ref: PP-2022-3843): to amend the Sydney LEP 2012 to introduce a new site specific clause in Part 6 and associated mapping amendments to enable additional employment floorspace at 85-93 Commonwealth Street, Surry Hills.

I, the Director, Eastern District City of Sydney, at the Department of Planning and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Sydney Local Environmental Plan 2012 to enable additional employment floorspace should proceed subject to the following conditions:

1. The planning proposal is to be updated prior to public exhibition to:
 - (a) Provide a statement addressing consistency with Section 9.1 Ministerial Direction 4.5 Acid Sulfate Soils
 - (b) Include shadow analysis demonstrating any additional overshadowing of the private open space of the residential terraces on Commonwealth Street and Harmony Park
 - (c) Provide an explanation of the need for exclusion of clause 4.6 variations
2. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:
 - (a) the planning proposal is categorised as standard as described in the *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2021) and must be made publicly available for a minimum of 20 working days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2021).
3. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
4. Given the nature of the planning proposal, Council is authorised to be the local plan-making authority to make this plan.
5. The LEP should be completed on or before 21 January 2024.

Dated 21 day of June 2023.



Katie Joyner
Director, City of Sydney and Eastern
District

Planning and Land Use Strategy
Department of Planning and Environment

Delegate of the Minister for Planning and
Public Spaces

Item 6.

Local Planning Panel - Appointment of Members

File No: X095150

Summary

The City of Sydney Local Planning Panel (LPP) has been operating since 1 March 2018. When meeting to determine development applications, a Local Planning Panel consists of four members: a chair, two expert members and one community representative.

Currently, City of Sydney Local Planning Panel members are:

- (a) Chair - Abigail Goldberg.
- (b) Alternate Chairs - Steven Layman and Linda Pearson.
- (c) Expert Members - Helen Lochhead, Peter Romey, Paul Berkemeier, Tony Caro, Megan Jones, Helena Miller, Penny Murray, Brendan Randles, Marcus Trimble and Annelise Tuor.
- (d) Community Representatives - John McInerney AM and Amelia Thorpe.

Excluding the City of Sydney, a general Ministerial Direction was released directing an update to the operation of Local Planning Panels in order to reduce corruption risks and improve decision-making in December 2022. Key changes included the following requirements:

- (a) to expand the pool of expert members to a minimum of 15 (the City currently has 10).
- (b) to increase the pool of community representatives to a minimum of four (the City currently has two).

A copy of the Local Planning Panels Direction - Appointment of New members is provided in Attachment A. As noted, it does not apply to the City of Sydney.

Notwithstanding, as the City's Local Planning Panel members are currently only engaged up until 29 February 2024, it is appropriate that the membership of the Local Planning Panel be reviewed. This report therefore recommends:

- (a) the reappointment of eight existing expert members beyond 29 February 2024 for a further term;
- (b) the appointment of six new expert members; and
- (c) the appointment of four new community representatives

to the City's pool of Local Planning Panel members.

An earlier report to the August 2023 Transport, Heritage, Environment and Planning Committee was unable to be determined due to a majority of Councillors declaring a conflict of interest. The item was withdrawn by the Chief Executive Officer. Staff have revisited the process and recommendations so that matter could be determined without known conflicts.

Information on the recommended Local Planning Panel expert members and community representatives is provided in Attachment B.

The report also recommends the use of the appointed expert members and community representatives for the independent role on Council's Review of Determinations Panel, subject to their acceptance of the invitation.

Recommendation

It is resolved that Council:

- (A) endorse the reappointment of four existing expert members beyond 29 February 2024 to the City of Sydney Local Planning Panel, being Megan Jones, Brendan Randles, Marcus Trimble and Annelise Tuor, for a further period of three years;
- (B) endorse the reappointment of four existing expert members beyond 29 February 2024 to the City of Sydney Local Planning Panel, being Paul Berkemeier, Tony Caro, Helena Miller and Penny Murray until 8 April 2025;
- (C) endorse the appointment of six additional expert members from the Minister for Planning's pool of experts to the City of Sydney Local Planning Panel, being Melonie Bayl-Smith, John Bilmon, Michael Harrison, Vanessa Holtham, Jocelyn Jackson and Stephen Pearse, for a period of three years from the date of appointment;
- (D) endorse the appointment of four additional community representatives to the City of Sydney Local Planning Panel, being Julie Armour; Jayden Bregu; Peter Tzannes; and Judy MacGraw (subject to probity checks), for a period of three years from the date of appointment; and
- (E) endorse the use of the appointed expert members and community representatives for the independent role on Council's Review of Determinations Panel, subject to their acceptance of the invitation.

Attachments

Attachment A. Local Planning Panels Direction - Appointment of New Members

Attachment B. Information on Recommended Local Planning Panel Expert Members and Community Representatives

Attachment C. Local Planning Panel Community Representatives - Expressions of Interest (Confidential)

Background

1. The independent City of Sydney Local Planning Panel (LPP) has been operating since 1 March 2018.
2. The City of Sydney Local Planning Panel operates in accordance with the NSW Government's Local Planning Panels Code of Conduct and the City of Sydney's Local Planning Panel Operational Procedures.
3. When meeting to determine development applications, a Local Planning Panel consists of four members being:
 - (a) a chair
 - (b) two expert members and
 - (c) one community representative.
4. At its inception in 2018, the pool of City of Sydney Local Planning Panel consisted of:
 - (a) one chair and two alternate chairs
 - (b) two expert members and two alternate expert members and
 - (c) one community representative and one alternate community representative.
5. On 8 April 2019, Council endorsed the appointment of five additional alternate expert members to increase the pool of expert members.
6. In December 2020, the Minister for Planning and Public Spaces requested that the then Department of Planning, Industry and Environment conduct an Expression of Interest during early 2021 to refresh the chair and expert pools from which councils make appointments to their local planning panels.
7. In June 2021, Council reappointed six of the existing Local Planning Panel members and five new expert members from the Minister's pool of approved experts to the City of Sydney Local Planning Panel.
8. Currently the City of Sydney Local Planning Panel members are:
 - (a) Chair - Abigail Goldberg.
 - (b) Alternate Chairs - Steven Layman and Linda Pearson.
 - (c) Expert Members - Helen Lochhead, Peter Romey, Paul Berkemeier, Tony Caro, Megan Jones, Helena Miller, Penny Murray, Brendan Randles, Marcus Trimble and Annelise Tuor.
 - (d) Community Representatives - John McInerney AM and Amelia Thorpe.
9. The appointment of all of the above currently expire on 29 February 2024.
10. A member of a local planning panel may not hold office as a member of that panel for more than six years in total.

11. The appointment of the Chair and alternate Chairs is a matter for the Minister. The appointment of all other members is a matter for Council.
12. Of the Local Planning Panel expert members and community representatives, Helen Lochhead and Peter Romey (expert members) and John McInerney AM and Amelia Thorpe (community representatives) have all been members since the inception of the Local Planning Panel and have been reappointed. At the end of their current appointment they will have served on the Local Planning Panel for six years.
13. Four expert members, Tony Caro, Paul Berkemeier, Penny Murray and Helena Miller, will have served six years on the City of Sydney Local Planning Panel on 8 April 2025.
14. On 7 December 2022, general changes were announced to the operation of Local Planning Panels.
15. Key changes for councils included the following requirements:
 - (a) to expand the pool of expert members to a minimum of 15 (the City currently has 10).
 - (b) to increase the pool of community representatives to a minimum of four (the City currently has two).
16. A copy of the Local Planning Panels Direction - Appointment of New Members is provided in Attachment A.
17. The direction does not apply to the City of Sydney. Notwithstanding, as the City's Local Planning Panel members are currently only engaged up until 29 February 2024 it is appropriate that the membership of the Local Planning Panel be reviewed.

Chairs

18. The Chair, and alternative Chairs, of the Local Planning Panel are appointed by the Minister.
19. The appointment of a Chair and alternative Chairs is not a matter for this report.

Expert Members

20. The Department of Planning and Environment has reissued the list of eligible Local Planning Panel expert members, which City Planning staff have reviewed.
21. New experts have been selected on the basis of their:
 - (a) professional standing;
 - (b) experience;
 - (c) technical ability; and
 - (d) broad understanding of the development assessment process.

22. Six additional expert members from the state list have been selected. These are:
 - (a) Melonie Bayl-Smith
 - (b) John Bilmon
 - (c) Michael Harrison
 - (d) Vanessa Holtham
 - (e) Jocelyn Jackson
 - (f) Stephen Pearse

Community Representatives

23. Staff sought expressions of interest from the community for the role of community representative in line with the guidelines published by the department. This included:
 - (a) advertising in the City of Sydney News/the City of Sydney website;
 - (b) advertising on City of Sydney LinkedIn post;
 - (c) advertising in the Wentworth Courier;
 - (d) advertising in the City Hub; and
 - (e) advertising on the Architecture Australia website.
24. Advertising was for approximately five weeks ending on 6 March 2023. In total 65 initial expressions of interest were received. Each applicant was provided with information regarding the role requirements and selection criteria and was requested to complete a nomination form and provide information if they wished to proceed.
25. Of the 65 persons who expressed interest, 30 completed a formal nomination form and provided some information to address the selection criteria (one was excluded as they are not a resident in the local government area). Of these 16 addressed the selection criteria to some extent.
26. The list of potential candidates was further shortlisted with consideration to the following outlined in the department guidelines:
 - (a) area of expertise that may be relevant to the panel;
 - (b) understanding of issues affecting the City of Sydney and planning/urban development matters;
 - (c) general availability to attend and participate on local planning panel meetings;
 - (d) appreciation of conflicts of interest; and
 - (e) judicious and independent thinking and decision-making capabilities.

27. The four community representatives that are recommended are:
- (a) Julie Armour - in addition to interest and participation in local development and planning Julie shows a good understanding of local area and issues of concern to the local community as a long term City resident. Julie has served on community and professional boards from a broad range of interests and sectors, including health and delivery of social services as well as engaging with Police to address local vandalism.
 - (b) Jayden Bregu - in addition to interest and participation in local development Jayden shows a good understanding of local area and issues of concern to the local community as a City resident, student and working in the City. Jayden has served in arts related community programs and on Panels such as the Greater Cities Commission Youth Panel and Faculty of Health Science, University of Sydney Alumni Association.
 - (c) Judy MacGraw - in addition to being a long-term resident of the City Judy has served in senior management and a Chief Executive Officer role. She has also served on professional and not for profit boards as well as a member committee.
 - (d) Peter Tzannes - Peter is a long term resident of the City. He has been a member of Centennial Park Residents Association for more than 20 years and has previously been a member of two Sydney Cricket Ground Trust Committees as a community representative.
28. In addition to the considerations outlined above the following matters were taken into account to narrow the panel to four recommended community representatives:
- (a) Practicing professionals in the development sector such as architects, urban designer, heritage specialists and engineers, including those nominated on the Department of Planning's Local Planning Panel expert list are not recommended. This is because this expertise is provided by the local planning panel experts recommended in this report or those currently serving on the Panel.
 - (b) Candidates not recommended demonstrate a narrower focus in their community activities for example one particular group or activity sector such as planning and development.
 - (c) Potential conflicts that may arise for Councillors resulting from the candidate's political activities and associations.
 - (d) The diversity of community representatives in terms of gender, age, professional background and areas of the City.
29. Recommended candidates are required to be subject of the following probity checks:
- (a) a public register of real estate agents check;
 - (b) a bankruptcy record check; and
 - (c) a National Police check (ACIC).
30. To date three of the four recommended candidates have been subject of the required probity checks. Checks will be required of each candidate before they can be engaged.

Additional Information

31. Information about the proposed new City of Sydney Local Planning Panel expert members and community representatives can be found at Attachment B to this report.

Review of Determinations Panel

32. Provisions under Division 8.2 of the Environmental Planning and Assessment Act 1979 allow applicants who are dissatisfied with a determination the City has made on a development application (DA), or a modification to a DA, to apply for that decision to be reviewed.
33. Reviews of decisions that have been made by the City of Sydney Local Planning Panel (LPP) and Central Sydney Planning Committee (CSPC) must be considered by the LPP and CSPC respectively. However, where the original decision was made under delegated authority by City staff, the review of the application may be made under delegation so long as it is conducted by another delegate who is not subordinate to the original decision maker.
34. At the City the review of applications function has, notwithstanding the delegations detailed above, been conducted by a panel which has been in operation in one form or another since January 2013. The panel is known as the Review of Determinations Panel.
35. The Panel is made up of senior staff: the City's Director City Planning, Development and Transport and senior managers and an independent member.
36. Local Planning Panel expert members are invited to fill the independent member role on Council's Review of Determinations Panel and those that accept will join the pool for this function.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

37. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 1 - Responsible governance and stewardship - the operation of the Local Planning Panel is a collaboration between City staff, applicants, objectors, independent members and the NSW Government.
 - (b) Direction 4 - Design excellence and sustainable development - the Local Planning Panel determines development applications and reviews conditions of consent which provide for sustainability, renewal and design excellence.
 - (c) Direction 10 - Housing for all - the Local Planning Panel determines development applications which contribute to housing diversity and good design.

Organisational Impact

38. City staff provide secretariat and operational support to the Local Planning Panel and the Review of Determinations Panel.

Risks

39. If new expert members and community representatives are not appointed prior to February 2024 the Local Planning Panel may not be able to meet and determine development applications and the Minister may appoint panel members and/or delegate/s without council endorsement to determine development applications.

Financial Implications

40. Local Planning Panel member remuneration is based on meeting attendance.
41. City of Sydney Local Planning Panel remuneration rates are as follows:
 - (a) Chairpersons - \$2,000 plus GST per meeting (one per meeting);
 - (b) Expert members - \$1,500 plus GST per meeting (two per meeting); and
 - (c) Community representatives - \$1,500 plus GST per meeting (one per meeting).
42. The number of panellists at each meeting will not change, therefore there will be no change to the cost of administering each meeting of the City of Sydney Local Planning Panel.
43. There are sufficient funds available in the 2023/24 operating budget and future years' forward estimates for the operation of the City of Sydney Local Planning Panel and Review of Determinations Panel.

Relevant Legislation

44. Environmental Planning and Assessment Act 1979.
45. Local Government Act 1993 - Section 10A provides that a council may close to the public so much of its meeting as comprises the discussion of information of a personal nature concerning individuals other than councillors.
46. Attachment C contains confidential personal information concerning particular individuals other than councillors.

GRAHAM JAHN AM

Director City Planning, Development and Transport

Bill Mackay, Manager Planning Assessments

Attachment A

**Local Planning Panels Direction –
Appointment of New Members**

LOCAL PLANNING PANELS DIRECTION – APPOINTMENT OF NEW MEMBERS

I, the Minister for Planning, give the following direction under section 9.1 of the *Environmental Planning and Assessment Act 1979*.



The Hon. Anthony Roberts MP
Minister for Planning

Dated: 7/12/22

Objective

The objective of this direction is to set requirements for the appointment of new members and the re-appointment of current members to local planning panels, and establish requirements for the creation of pools comprising appointed members.

Application

This direction applies to a council that has constituted a local planning panel under the *Environmental Planning and Assessment Act 1979* (the Act), other than the council of the City of Sydney.

1. Direction 1 Appointment of members

- 1.1. A council to whom this direction applies is to require in their letter of appointment or re-appointment of any new or current panel member, that the proposed member agree to abide by the *Code of Conduct for Local Planning Panel Members*, in their acceptance of appointment to the local planning panel. The **Code of Conduct for Local Planning Panel Members** is the code approved by the Minister for Planning under section 28 of Schedule 2 to the Act.
- 1.2. Before appointing community representatives to a panel, a council must require proposed representatives to complete a statutory declaration stating that they are not:
 - a) a councillor of that or any other council, or
 - b) a property developer within the meaning of section 53 of the *Electoral Funding Act 2018*, or
 - c) a real estate agent within the meaning of the *Property, Stock and Business Agents Act 2002*.

Note: these are grounds for ineligibility for membership of a local planning panel under section 2.18 of the Act.
- 1.3. Before appointing community representatives to a panel, a council must also arrange probity checks for the proposed representatives which must include (but are not limited to):
 - a) Search of the Public Register of real estate agents
 - b) Bankruptcy Register Search
 - c) A Nationally Coordinated Criminal History Check

2. Direction 2 Appointment of members to a pool

- 2.1. A council must establish a pool comprising at least 15 independent expert members and alternate members that have been appointed for the purpose of constituting a local planning panel.
- 2.2. A council must establish a pool comprising at least 4 community representatives that have been appointed for the purpose of constituting a local planning panel.

This direction takes effect on 24 April 2023.

Attachment B

**Information on Local Planning Panel Expert
Members and Community Representatives**

CV

Associate Professor Melonie Bayl-Smith LFRAIA MAICD

Registered Architect ARBNSW 6846 ARBV 19214 BoATAS 1080

Director / Nominated Architect, Bijl Architecture
Associate Professor, UNSW FADA – School of Built Environment: Architecture
Board Member, NSW Architects Registration Board
NSW APE Convenor, AACA

PERSONAL

[REDACTED]

QUALIFICATIONS University of Newcastle, Callaghan NSW

1997 Bachelor of Architecture - Honours 2.1
1994 Bachelor of Science (Architecture) - with Merit

REGISTRATION

NSW Architects Registration Board no. 6846, Nominated Architect - since 2002
Architects Registration Board of Victoria no. 19214 – since 2016
Board of Architects Tasmania no. 1080 – since 2017

MEMBERSHIPS

Australian Institute of Architects (AIA) - Life Fellow (LFRAIA) 1992 - present
National Association of Women in Construction (NAWIC) – Corporate Member 2005 - present
Women on Boards (WOB) - Member 2005 - present
NSW Business Chamber – Company Member 2012 - present
Australian Institute of Company Directors – Member (MAICD) 2019 – present

HONOURS and AWARDS

2020 **Elevated to Life Fellow (LFRAIA)**
Australian Institute of Architects

2018 **Paula Whitman Leadership in Gender Equity Prize**
Australian Institute of Architects National Architecture Awards
[Jury Citation: https://architectureau.com/articles/2018-national-prizes-paula-whitman-leadership-in-gender-equity-prize/](https://architectureau.com/articles/2018-national-prizes-paula-whitman-leadership-in-gender-equity-prize/)

2018 **Elevated to Fellow (FRAIA)**
Australian Institute of Architects

2010 **International Women’s Day Scholarship**
National Association of Women in Construction (NAWIC)

2009 **Byera Hadley Travelling Scholarship**
NSW Architects Registration Board

PRACTICE EMPLOYMENT

2012 – present	Director / Nominated Architect	Bijl Architecture, Willoughby NSW
2002 – 2011	Director / Nominated Architect	liquidARCHITECTURE, Willoughby NSW
2001 – 2003	Graduate / Architect	EMIAT Pty Ltd, Willoughby NSW
2000	Graduate	Duc Associates, Newcastle NSW
1998 – 2000	Graduate	Design Carvalho, Newcastle NSW

CV

PROFESSIONAL ACTIVITIES

PANEL APPOINTMENTS

2019 - ongoing	Diocesan Architectural Panel, The Anglican Diocese of Sydney
2018 - 2021	Independent Expert, IHAP, NSW Department of Planning and Environment
2016 - ongoing	NSW Government Architects Design Excellence Panel (Bijl Architecture)
2016 - ongoing	NSW Government Architects Emerging Practices Panel (Bijl Architecture)
2014 - 2018	Urban Growth Architectural Consultants Panel (Bijl Architecture)
2007- 2017	LAHC Architectural Consultants Panel (Bijl Architecture/ liquidARCHITECTURE)

BOARD and ADVISORY ACTIVITIES

Australian Institute of Architects

2018 – 2020 National Committee for Gender Equity (unpaid, advisory) - Co-Chair

NSW Architects Registration Board

2021 – 2022 Architects Registration Board (stipend) – Academic member (appointed by UNSW)

2017 – 2021 Architects Registration Board (stipend) - Elected Architect member

Willoughby City Council (WCC)

2009 – 2010 Sustainability Reference Group (unpaid, advisory) – Appointed by WCC GM

Chatswood Occasional Childcare Centre (COCC)

2009 - 2010 COCC Board (unpaid - NFP) - Self-nominated member

Roseville College

2003 - 2008 School Council (unpaid, advisory) - Appointed by The Anglican Schools Corporation
Project Committee Chair: Joy Yeo Performing Arts Centre (\$13.1M budget)
Member: Campus Development Sub-Committee

PROFESSIONAL BODIES

Architects Accreditation Council of Australia (AACA) and NSW Architects Registration Board

2018 – present	NVP Standing Panel appointee
2017 - present	NSW Convenor, AACA
2016 – present	Assessor, Alternate Accreditation pathways including appeals
2015	Co-Authored the Overseas Qualification (OQA) and Architect (OAA) Assessment pathways, replacing the RAE/RGE pathways
2014 – 2015	Assessor, RAE/RGE pathways including appeals (replaced by OQA and OAA)
2014 – present	Assessor, Temporary Registration and Re-Registration procedures (NSW ARB)
2007 – 2018	Examiner, APE Part 3 interviews

Australian Institute of Architects

2019 – present	Module writer and presenter for new PALS course
2018 – present	Senior Counsellor – appointed by National Practice Committee
2018 – 2020	National Committee for Gender Equity – Co-Chair
2015 – 2017	NSW Chapter Councillor (elected) CC representative to Heritage Committee (2016-17) CC representative to Practice Committee (2015-16)
2010 – 2014	Education committee - Member
2009 – 2011	EMAGN committee - Member
2004 - 2005	Practice Networks Chairs Committee - Member
2004 – 2005, 2012	Continuing Education Committee - Member
2002 - 2003	Member Services Committee - Member

CV

JURIES

2019	Australian Institute of Architects – National Achievement Awards Leadership in Sustainability Prize – Juror Paula Whitman Leadership in Gender Equity Prize - Juror
2018	Singapore Lookbox Design Awards - Juror NSW ARB Architects Medallion - Juror
2016	NZIA Central Innovation Architecture Student Design Awards Juror - Awards program for best M.Arch graduating projects (New Zealand)
2011 – 2012, 2021	National Association of Women in Construction (NAWIC) International Womens' Day Scholarship Jury Chair (2012), Jury Member (2011 and 2021)
2011	University of Newcastle / The Architecture Foundation The Parker Fellowship travelling scholarship - Juror
2008	Australian Institute of Architects NSW Chapter State Architecture Awards - Juror

ACADEMIC and RESEARCH ACTIVITIES

UNSW FADA - School of Built Environment: Architecture

UNSW, Sydney Australia

2020 – present Associate Professor of Architecture: Professional Practice (Fractional appointment)

Course Convenor and tutor for ARCH7182 and ARCH7183 - Professional Practice (mandatory courses in the M.Arch)

Advisor - curriculum and content for new M.Arch. Integrated Design Studio course model, commencing 2021

Advisor - AACA accreditation procedure and preparation for NVP for M.Arch. degree

UTS School of Architecture, Faculty of Design Architecture and Building

University of Technology Sydney, Sydney NSW, Australia

2012 – 2020 Adjunct Professor, School of Architecture

2009 – 2019 M.Arch. program - Sessional Tutor

Professional Practice: "Finance and Project Management" Subject Coordinator (2019), Lecturer and Tutor (2011-19)

Professional Practice: "The Profession" Subject Coordinator (2016-17), Lecturer and Tutor (2010-19)

Professional practice: "Advocacy" Subject coordinator (2012, 2015), Lecturer and Tutor (2011-15)

Professional Practice: Elective "Risky Business" Subject Creator, Coordinator and Lecturer (2015-17)

Design Studio Elective 'Ribbed Catalan' design build studio – Co-Instructor (w/Prof. Dr Block (ETHZ) and David Pigram (UTS) (2012)

Design Studio "Point Counterpoint" – Studio Leader (2017)

Design Studios - Invited Guest Critic (2009-2019)

2007 – 2019 B.Des.(Arch) program - Sessional Tutor

Professional Practice: Elective "The Practice Primer" – Subject Creator, Coordinator and Lecturer (2017)

Construction Subject – Tutor and Lecturer (2007 – 2012)

Design Studio 1st year – Tutor and Lecturer (2011-16)

Design Studio 2nd year – Tutor and Lecturer (2010–19)

Design Studio 3rd year – Tutor and Lecturer (2016)

Design Studios, 1st – 3rd year - Invited Guest Critic (2007 – present)

CV

Faculty of Engineering and Built Environment, Department of Architecture University of Newcastle, Callaghan NSW

2018 Professional Practice (M.Arch) - Visiting Lecturer
Design Studio (M.Arch) - Guest Critic
2010 – 2013 Construction and Architectural Documentation - Visiting Lecturer
2000 2nd year Design Studio (part-time contract) - Tutor

Whitehouse Institute of Design Sydney NSW

2004 Bachelor of Interior Design - Lecturer (Part-time, full year)
3rd Year subjects: Construction; Heritage and Adaptive Reuse

Visiting Lecturer / Guest Critic activities

2019 School of Architecture, Reading University, Reading UK
2018 School of Architecture, University of Tasmania, Launceston TAS
2017 Melbourne School of Design – Masters of Architecture University of Melbourne VIC
School of Architecture, University of Tasmania, Launceston TAS
2016 Co-Coon Studio, Department of Architecture, TU Berlin
2014-15 School of Architecture, University of NSW, Kensington NSW
2010 Taubman College of Architecture, University of Michigan, Ann Arbor, Michigan USA
School of Architecture, Sheffield University, Sheffield UK
Department of Architecture and History of Art, University of Cambridge, Cambridge UK
Department of Architecture and Civil Engineering, University of Bath, Bath UK
Department of Architecture, ETH Zurich
2008 School of Architecture, University of Sydney, Sydney NSW

RESEARCH PROJECTS

2013 ***“Harnessing the Architect's Potential for Expanded Agency within Contemporary Design and Development Practices”***
UTS team: Dr Kirsten Orr, Dr Jason Prior, Adjunct Prof Melonie Bayl-Smith
Architects Registration Board NSW Research Grant (\$10,000)

Delivered a 3,000-word report, prepared abstracts and presented lectures on the research outcomes, and made submissions for the national review of the AACA Competency standards utilised for the registration of Architects.

2012 ***“The Ribbed Catalan Studio”***
Prof Philippe Block, Adjunct Prof Melonie Bayl-Smith, Senior Lecturer David Pigram
UTS / ETHZ - BRG joint industry research project with corporate partners

Developed and coordinated M.Arch. design build research live studio testing software for tiled arch structures alongside pedagogical framework for advanced architecture students. Delivered several peer-reviewed and published papers (2,000 – 4,000 words), articles, and conference presentations.

2009 - 2011 ***“BuildAbility: The Future of Construction Education”***
ARB NSW Byera Hadley Travelling Scholarship (Graduate - \$30,000)
NAWIC International Women's Day Travelling Scholarship (\$16,000)

Delivered a 27,000 word report and white papers, as well as presented papers and talks and wrote articles on the research outcomes of this project. Project involved over 60 interviews and workshops with students, academics, practitioners and allied professionals from ten countries.

CV

1996 – 1997 “*Significant Parks of Newcastle* “
Prof. Barry Maitland, University of Newcastle, Callaghan NSW
Research Assistant (part-time contract)

Delivered comprehensive research summaries for white papers and reports to Newcastle City Council, undertook extensive historical research, attended workshops with Council and stakeholders.

PUBLICATIONS

2016 **Brookes e-Journal of Learning and Teaching, Oxford Brookes University**
Volume 8 Issues 1 and 2 April 2016 (double blind review)
“Pass me the mixing bucket: The Ribbed Catalan studio as a design/research case study”
Bayl-Smith, M., Block, P., Pigram, D.

1996 – 1997 ***Architecture Newcastle: a guide*** (book)
Maitland, B. and Stafford, D. Newcastle, N.S.W.: RAI (Newcastle Division), 1997
Research Assistant (part-time contract)
Undertook research activities, wrote and edited entries on noted buildings.

CONFERENCES

2020 **UNSW BE Online Teaching and Learning Symposium (11 – 22 May)**
Invited Speaker - ‘Fostering Collaboration and peer-to-peer learning’ (12 May)
Moderator – ‘Boosting participation in online tutorials’ (13 May)

2019 **The Business of Architecture and Design Symposium (11 November)**
NSW Parliament, Sydney NSW
Invited speaker and panellist ‘People, Practice, Profit’ and ‘The Great Debate’

2015 **Applied Collaborations - 8th International conference AASA**
Christchurch, New Zealand (blind peer-reviewed: 2 - 4 October)
“Risky business: A case study of collaboration and design thinking in professional practice teaching.”
Abstract and Paper accepted (did not present due to travel commitments)

2014 **FABRICATE 2014: Digital Fabrication Conference – 14-15 February**
“Ribbed Tile Vaulting – Innovation through two design-build workshops”
Block, P., Bayl-Smith, M., Schork, T., Bellamy, J., Pigram, D.
Blind Peer reviewed and accepted paper
Published in conference proceedings

2013 **Designing/Education - 7th International conference AASA**
Monash University, Melbourne, Australia (blind peer-reviewed: 3-5 October)
“Pass me the mixing bucket: The Ribbed Catalan studio as design/research case study.”
Speaker - Paper presentation (blind peer reviewed)
Published in conference proceedings

2012 **Design-Build Studio Symposium**
TU Berlin, Germany (peer reviewed: 29 November – 1 December)
Invited speaker - Workshop Moderator and Final session panel member
Research Poster Presentation

MAKING conference (in conjunction with FormAkademisk journal)
Notodden, Norway (blind peer-reviewed: 24-27 September)
“The BuildAbility research project.”
Speaker - Research paper presentation (peer reviewed)

CV

SPEAKING, WRITING and PUBLISHING

Melanie Bayl-Smith is a well-respected lecturer, speaker, panel member, moderator and interviewer and has spoken at range of venues and events, including the Australian Institute of Architects, the Sydney Architecture Festival, Perspectives, the Australasian Student Architecture Congress, Sydney and Melbourne InDesign, Sydney Science Festival, and UTS Graduation ceremonies. She has also presented lectures at universities across Australia, New Zealand and the UK. A full list of speaking engagements and occasions can be provided upon request.

Interviews with Melanie Bayl-Smith have been broadcast and published in Australia and internationally including on YouTube, Radio National, SBS Radio and local ABC radio, and in podcast series, magazines, journals and blogs including *Architette*, *Grand Designs Australia*, *Builtworks*, *Mezzanine*, *Habitus*, *InDesign*, *Australian Design Review*, and others. For a selected list please visit <https://www.bijlarchitecture.com.au/media-awards>

Melanie has written numerous reviews and articles about architectural design, theory, practice and the profession for Australian and international magazines, journals and websites, including *ACA*, *Parlour*, *Architecture Review Asia Pacific*, *Architecture Australia*, *Artichoke*, *InDesign*, and *UnCube*. A full list of articles can be provided upon request.

PRACTICE AWARDS and PUBLISHING

Bijl Architecture has been the recipient of numerous architecture and industry awards for built projects and speculative works. For a selected list please visit <https://www.bijlarchitecture.com.au/media-awards>

Projects by Bijl Architecture have been published in Australian and international books, magazines, journals and blogs, including *Dezeen*, *ArchDaily*, *Habitus*, *Grand Designs UK*, *Grand Designs Australia*, *Mezzanine*, *Archello*, *InDesign*, *Inside*, *Artichoke*, *Trend*, *Australian Design Review*, *The Local Project* and others. For a selected list please visit <https://www.bijlarchitecture.com.au/media-awards>

REFEREES

Referee names and contact details can be provided upon request.



John Bilmon

Curriculum Vitae

Qualifications

Bachelor of Science (Architecture) 1974
Bachelor of Architecture (Honours) 1976
Master of Commerce 1980

Education

1969 – 1979 University of New South Wales

Registrations

NSW Registered architect No. 3916 (also registered in Q'land, NT, Tasmania)
Architectural qualifications are recognised in Vietnam.

Awards

2008 Australian Institute of Export (AIEX) Export Hero
2009 ASIA Society (San Francisco Chapter)
Arts and Cultural Leadership and Excellence Award
Various architectural awards (whilst at PTW Architects)

Professional Associations

Past President (Royal) Australian Institute of Architects (R)AIA NSW Chapter
Past Chairman AIA (NSW Chapter) Boards of Practice & Education
Past Member 'NSW Architects Registration Board' (then 'Board of Architects of NSW')
Life Fellow, Australian Institute of Architects (AIA)
Chartered Member, Royal Institute of British Architects (RIBA)
International Associate, American Institute of Architects
Examiner, Architects Accreditation Council of Australia

Experience

2015 - Bilmon Architecture and Design, AUSTRALIA (Founder & CEO)
2015 - ForG Architects Company Ltd, VIETNAM (Founder & CEO)

1982 – 2015 PTW Architects (Partner 1989, MD 1996, CEO 2013)
1978 – 1982 Kerr Smith & Malone, Architects
1976 – 1978 Michael Cavanagh & Associates, Architects
1970 – 1971 Crooks Michell Peacock & Stewart, Architects & Engineers
1969 – 1971 Hawker de Havilland, Engineering cadet



Qualifications

Fellow, Planning Institute of Australia

Fellow, Royal Australian Institute of Architects

Master of City Planning, University of Pennsylvania

Master of Architecture, University of Pennsylvania

Associateship in Architecture, Western Australian Institute of Technology (now Curtin University)

Contact

michael.harrison@architectus.com.au

Professional Experience

Michael has 40 years of experience in urban design, urban planning and architecture. He is a Fellow of the Planning Institute of Australia and the Australian Institute of Architects.

Michael was a Director of Architectus from 1985 to 2018 where he led the Urban Design and Planning team. From 2007 to 2011, he was seconded to Sydney City Council as Executive Director of the City Strategy and Design Division where he was responsible for City Plan Development, City Design, City Sustainability, City Transport, City Renewal, and City Strategy/Economic Development.

He has been the primary author of many urban design, master planning and strategic planning studies for private industry, local and state Government including the Central Sydney Plan, Green Square Urban Renewal Review, Walsh Bay Conservation and Development Plan and the development approval process for 1 Bligh St (Australia's first 6 star green star office building), Chifley Tower, and the Art Gallery of New South Wales' new building, Sydney Modern.

Michael has been honoured with more than 20 awards and commendations for planning excellence from the Planning Institute of Australia and the Australian Institute of Architects. He has been an expert urban design witness in over 100 cases at the NSW Land and Environment Court.

Significant Projects

Central to Eveleigh Corridor.

Epping Town Centre Urban Activation Precinct.

Macquarie Park Planning Controls Review.

Central Sydney Plan.

Australia Technology Park Master Plan.

Glebe Island / White Bay Ports Master Plan.

Crown Street Women's Hospital Residential Development, Surry Hills.

Ultimo / Pyrmont Precinct Planning.

Chifley Tower Sydney, Urban Design.

1 Bligh Street Sydney, Planning.

Walsh Bay Development Plan.

Woolloomooloo Wharf Development Plan.

Thornton Park Urban Village, North Penrith.

Tallwoods Village Golf Course Estate, Forster.

Local Environment Plans and Development Control Plans for City of Sydney, Ku-ring-gai, South Sydney, Blacktown, Camden, Newcastle, Penrith, Holroyd, Armidale, Inverell, Greater Taree, Warringah.

Expert Testimony

Michael has provided expert testimony in planning and urban design issues for over 50 cases before the NSW Land and Environment Court, including being appointed as a Court Expert.

City of Sydney Projects

Sustainable Sydney 2030 Strategy The Sustainable Sydney 2030 Strategy is a vision to guide all of the operations of Sydney City Council. The Strategy contains 10 measurable targets, 10 strategic directions and 10 project ideas to visualise some of the future.

The Strategy can be encapsulated by three words – ‘Green, Global and Connected’.

‘Green’ in order to reduce greenhouse gas emissions (97% of people surveyed said that reducing greenhouse gas emissions was the top priority). Council is responding with a precinct based tri-generation system to generate electricity, heating and cooling; a waste to energy plan; an automated waste collection system, a renewables energy plan and a water plan. Green also means greater tree canopy to reduce urban heat load, more open space for people and a wide variety of education measures to reduce energy use, water use and waste.

‘Global’ in order to increase the global status of Sydney and our economic competitiveness as well as to ensure that there is sufficient development capacity under the planning controls to accommodate the needs of international and local business, tourism, entertainment, culture and education as well as residential growth. The City is conscious of continual benchmarking with other global cities to ensure competitiveness.

‘Connected’ in all its meanings – socially connected by striving for a cohesive yet diverse community where people feel they have a high level of trust in others; digitally and technologically connected by making sure that Sydney has the best level of communications; and transport connected by ensuring that all levels of transport are addressed, particularly those aspects that Council can control such as encouraging more walking and cycling. ‘Connected’ also means the Council maintains a good working relationship with all levels of government, is transparent in its undertakings with the community and works to have a good knowledge of business interests and needs. There are many things in the City that Council cannot control such as public transport which is a state government responsibility – as ‘place managers’ the City makes sure it has the resources to understand the issues and makes representation at all levels to achieve what is best for the wider interests of the City and its citizens.

Michael’s role was to oversee and review the draft Strategy for finalisation and translation of the Strategy from a consultant’s document to a whole-of-Council document which is now embedded in the corporate operational plan of Council. The Strategy received a PIA national award for planning excellence and has received widespread community and business support as well as international recognition as a benchmark for local government strategic planning of global city inner urban areas.

Draft City Plan 2011 Comprehensive review of more than 60 of Council’s planning policies and controls to one consolidated and comprehensive statutory Local Environmental Plan and Development Control Plan. The work was strongly urban design based and accommodates growth for 97 000 jobs and 48 000 dwellings

in addition to the existing 368 000 jobs and 90 000 dwellings. The City Plan was based on urban design studies for every neighbourhood and a number of sector studies (retail, transport, recreation and open space needs, public life/public spaces, fine grain economy etc). A special working group of state and local government representatives reviewed the development of the City Plan and enabled fast resolution by Council and the Central Sydney Planning Committee for public exhibition.

Harold Park Paceway, Glebe – a site master plan for 10 hectares of urban land for 1200 new dwellings in a number of 6-8 storey apartment buildings and 35% open space. A highlight of the plan was the community consultation process in 3 stages: issues awareness, options analysis and the preferred master plan. The plan received general community acknowledgement of the appropriateness of the process for such a sensitive urban location adjacent to terrace house urban conservation areas.

Goldfields House Street Block, Circular Quay – preparation of alternative planning controls that allowed 3 very tall towers up to 220m high rather than 6 crowded towers up to the current 110m limit in order to encourage some landowners to work together to achieve public benefits of an integrated active laneway network, more public open space and better daylight to the public domain. The plan was hailed as an important strategic urban design initiative for the City.

Green Square Town Centre – The town centre is planned to serve Australia's largest urban renewal area. The work included a review of planning controls to consider the appropriate level of increase in floor space and height in response to a proponent's submission. The review involved comprehensive three dimensional urban design assessment for built form including sunlight access and the best configuration for the public domain and future public plazas.

Barangaroo – Michael represented Council on a Technical Advisory Committee of the Barangaroo Delivery Authority in regard to urban design and design excellence issues. Also, Michael was a primary author of Council's submission to Modification 4 of the Barangaroo Concept Plan. The submission recommended reduction in building bulk, removal of the hotel over the water due to overshadowing of the prime part of the public domain, and a number of urban design and public domain improvements. This submission received a national urban design award.

Green Square Precincts – overview of urban design plans for the precincts of Lachlan and Epsom Park (north and south of Victoria Park respectively) – each about 20ha in area – mainly for converting large lot industrial sites to an integrated fine grain urban pattern for higher density residential development and new open space.

Michael was the lead expert witness in successfully defending all five appeals to the Land and Environment Court that had issues of strategic importance for Council in the Green Square area. The appeals involved Council's refusal of out-of-centre large scale retail development in order to ensure the success of the retail centres hierarchy in the southern area of the City, particularly the Green Square Town Centre. One of the appeals addressed urban design excellence of a proposal for a large development of 1200 dwellings fronting South Dowling St at Victoria Park.

Awards: PIA, National Award for Planning Excellence - Special Commendation, City of Sydney Submission for the Barangaroo Concept Plan (Mod 4) A Primary author of the submission, 2011; PIA, NSW Excellence in Planning Award, Sustainable Sydney 2030 Strategy (presented to City of Sydney Council - responsible Council Director-in-Charge during latter part of the Strategy); PIA, NSW Excellence in Planning Commendation - Urban Design Ideas, Bungarribee Residential Master Plan, Western Sydney Parklands, 2007; (PIA) NSW Excellence in Planning Commendation, Wallarah Peninsula Plan for Stockland (Architectus undertook the Built Form Guidelines) 2006; PIA, Award for Excellence in Planning for Urban Design Plans & Ideas, Thornton Park Master Plan, 2002; PIA, Commendation for Excellence in Planning for Urban Planning

<p>Profession Architect Heritage Consultant Town Planner</p> <p>Current Membership RAIA - Australian Institute of Architects</p> <p>Qualifications Registered Architect <i>Architects Accreditation Council of Australia</i> (Reg. No. 8614)</p> <p>Master of Urban and Regional Planning (Heritage Conservation) <i>University of Sydney</i></p> <p>Bachelor of Architecture <i>University of Sydney</i></p> <p>Bachelor of Science (Architecture) <i>University of Sydney</i></p> <p>Current Study Bachelor of Law <i>University of New England</i></p> <p>Publications <i>Alterations and Additions Guidelines for Heritage Places</i> (2011) Institute of Architects</p> <p><i>(Un)Loved Modern</i> (2009) NSW Architecture Bulletin</p> <p><i>Paddington DCP</i> (2008) NSW Architecture Bulletin</p> <p><i>Final Year Design Image</i> Architecture Review Australia 098</p>	<p><u>DIRECTOR - VANESSA HOLTHAM HERITAGE & ARCHITECTURE, Sydney</u></p> <p>Vanessa is a registered architect, urban planner and heritage consultant, who has previously also worked in an urban design capacity and is currently studying Law at the University of New England. With extensive international experience as an architect and heritage consultant, Vanessa currently operates her own practice, which focusses on heritage and architecture and includes ongoing consulting to Ku-ring-gai and Fairfield Councils and expert witness assignments.</p> <p><u>SENIOR CONSULTANT (HERITAGE) - OVE ARUP AND PARTNERS (London, UK)</u></p> <p>High Speed 2 - Design House (Phase One) (2018-2019) Vanessa worked as the built heritage lead as part the High Speed 2, Phase One process, which involved understanding an extensive range of heritage assets and working with the design team to enable protection of their significance.</p> <p>Costain Skanska JV (Noise Insulation) (2018-2019) As built heritage lead, Vanessa was successful in winning this large contract of work for Arup’s Environmental team. As an adjunct to the HS2 work, this enabled Arup to set up a built heritage team.</p> <p>Euston Railway Station (2018-2019) As the built heritage lead, Vanessa was key in influencing all aspects of the re-design of London’s Euston Station from a heritage perspective.</p> <p>Cornish Mining World Heritage Site (2018-2019) Vanessa worked on several projects related to the development of major road infrastructure within the Cornish Mining World Heritage Site as part of Environmental Designated Funding from Highways England.</p> <p><u>ARCHITECT (NSW ARB) PTOLEMY DEAN ARCHITECTS (London, UK)</u></p> <p>Westminster Abbey Galleries and Tower (2016-2017) Vanessa worked as part of the delivery team for the Access Tower - the most significant addition to the Abbey since the C18th - and Queen’s Diamond Jubilee Galleries, in the Abbey’s medieval triforium. Vanessa designed the project Foundation Stone, which was unveiled by HRH Prince of Wales.</p> <p>Westminster School Gymnasium (2015) Vanessa documented and achieved planning, listed building and Scheduled Monument consents for the adaptive re-use of the Westminster School Gymnasium. As well as being within the Westminster Abbey precinct, this highly sensitive site directly adjoins two Scheduled Monuments: the 11th Century Pyx Chamber and 13th Century Chapter House.</p> <p>Barford House, Barford Park (2013-2017) As the project architect for the comprehensive refurbishment works to the Grade II* listed property, Vanessa delivered the project from concept design to completion, coordinating the project team on site and engaging in numerous consultation processes with the Local Authority and Historic England.</p> <p>Goodwood House (2016) Vanessa undertook a full heritage fabric analysis and condition survey for the Grade I listed property, prioritising works required for the essential care and protection of the heritage asset prior to a full masterplan of this significant site.</p>
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<p>Previous Associations</p> <p>Blackheath Society, London – Design Review Panel</p> <p>RAIA/Heritage Branch – Alterations and Additions committee</p> <p>RAIA – NSW Chapter Heritage committee</p> <p>RAIA – Co-chair of 20th century register of significant buildings committee</p> <p>RAIA/ICOMOS – Organising committee for 2009 (UN) Loved Modern conference</p> <p>Former Coordinator Marrickville Heritage Promotions Committee</p> <p>Member ICOMOS UK</p> <p>Member DOCOMOMO Int.</p>	<p>Shanks House, Dorset (2013-2016) Vanessa delivered the comprehensive refurbishment works of the main house on site as the project architect for the Grade I listed property. Dating from the 16th Century and with 17th and 18th Century layers, Shanks House is set within 69 acres featuring an extensive range of outbuildings. Upon completion, Shanks received the 2015 Georgian Group Award.</p> <p>Westminster Abbey & St Margaret’s Quinquennial Surveys (2013) Following extensive inspections of all areas of both churches and their curtilages, Vanessa prepared the comprehensive and prestigious report for each. Incorporating standard quinquennial criteria, cross-referenced with photographs, emphasis was placed on identifying clear priorities for the client through the creation of surveys, easily transferable to a Bill of Quantities.</p> <p>Salisbury Cathedral Music School (2013) Working with Salisbury Cathedral School, Vanessa helped to assemble a design for a new music school based on the client’s brief within the historically sensitive Cathedral Close.</p> <p>Fryern Court, Burgate (2012-13) Following a major fire at the partially timber-framed Grade II* listed manor, which features fabric from C16th to C20th inclusive, Vanessa worked as the site architect to concurrently document and oversee the works. Through the process of repairing and salvaging significant elements, Vanessa worked closely with the Local Authority to swiftly negotiate appropriate actions in conjunction with the manor’s substantial reconstruction and essential upgrading.</p> <p style="background-color: #f9e79f;"><u>ARCHITECT (NSW ARB) - INSKIP + JENKINS (London, UK)</u></p> <p>Marsh Court (2011) Vanessa worked on site to undertake extensive surveying and recording of the historically significant Gertrude Jekyll Garden Structures within the curtilage of Edwin Lutyens’ Grade I listed house constructed of quarried chalk, and located in Hampshire, South East England.</p> <p style="background-color: #f9e79f;"><u>ARCHITECT & HERITAGE SPECIALIST - TANNER ARCHITECTS (Sydney)</u></p> <p>Museum of Contemporary Art, Sydney (2011) In accordance with the conservation management plan, Vanessa advised on the heritage parameters during the contemporary extension to the listed museum situated on Sydney Harbour.</p> <p>The ‘Money Box’ Building, 5 Martin Place, Sydney (2011) Vanessa advised on the heritage aspects of the ten-storey addition to the significant ‘Money Box’ Building in the highly sensitive and historic setting of Martin Place in Sydney.</p> <p>Female Orphan School, Sydney (2009-11) Vanessa was the heritage specialist managing the adaptation and refurbishment works on site of the west wing of Australia’s oldest three-storey building to a university art gallery and conference centre.</p> <p>Louis Vuitton Sydney Flagship Store (2009-11) Vanessa was heritage advisor to retailer Louis Vuitton, from the design stages through to the completion of the \$17m sensitive adaptation of the historically significant former ES&A Bank located in Sydney’s CBD.</p>
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Commonwealth Bank, 48 Martin Place, Sydney (2010-11)

Following the guidelines established by the conservation management plan for the Bank, Vanessa worked with the client to undertake sensitive staged internal refurbishment works to the upper floors of the highly significant listed building.

Potts Hill Reservoir Site, Sydney (2009-11)

In conjunction with Landcom, Vanessa advised on the heritage aspects to inform the subdivision and residential redevelopment of the 40 hectare site. Tangential to this, Vanessa prepared the site's conservation management plan, undertook heritage impact assessments and devised an interpretation strategy to be implemented into the proposed development.

Callan Park and Kirkbride, Sydney (2009-11)

In conjunction with the preparation of a comprehensive conservation management plan for the 150-acre Callan Park site, Vanessa compiled a schedule of conservation works for the Kirkbride complex. This repair and maintenance strategy allowed the client to understand the priorities for the necessary protection of a series of historically significant one and two storey Victorian Free Classical style buildings.

NSW Building Education Revolution (BER) (2009-11)

Vanessa advised developer (Bovis) Lend Lease on heritage affected primary schools from the Lower North Shore of Sydney through to Newcastle, including the Hunter Region. This established parameters for new educational infrastructure, as part of a major Government initiative during the global recession.

Penrith Defence Lands/Edmondson Park, NSW (2009-11)

In conjunction with NSW land developer Landcom, Vanessa worked in multi-disciplinary teams to guide and manage the heritage aspects of the 47-hectare development of the former North Penrith Defence Lands and 827 hectare Edmondson Park.

Samson's Cottage, The Rocks, Sydney (2010-2011)

On behalf of the Sydney Harbour Foreshore Authority, Vanessa prepared the conservation management plan for the heritage-listed building, located within the Rocks precinct, highly significant as part of the country of the Traditional Owners.

Royal North Shore Hospital, Sydney (2010-2011)

In accordance with previously established heritage parameters, Vanessa guided the heritage aspects in the masterplan phase of the \$1.1 billion redevelopment of the hospital site, including retention of key items of built and landscaped significance.

Hawthorne Ferry Terminal, Brisbane QLD (2010-2011)

Vanessa worked to develop a concept design for a terminal based on the historic precinct and existing listed building. The design was developed as part of a collaborative project to upgrade a number of the ferry terminals along the Brisbane River.

University of Western Sydney, Boiler House (2009-2010)

Vanessa undertook site surveying and extensive recording of the industrial heritage to identify significant historic fabric to be retained and integrated into the adaptation of the Boiler House.

HERITAGE & URBAN DESIGN ADVISOR - MARRICKVILLE COUNCIL (Sydney)

As the principal Heritage and Urban Design Advisor between January 2007 and July 2009, Vanessa assessed the significance of a diverse range of heritage assets, considering the need for urban intensification in one of the most historic Local Government Areas in Sydney. Vanessa also undertook frequent duties as an expert witness in the NSW Land and Environment Court on matters relating to heritage, architecture and urban design including giving expert advice.

GRADUATE OF ARCHITECTURE - HBO+EMTB HERITAGE (Sydney)

Wolgan Valley 5* Emirates Resort, NSW (2006)

As a graduate architect working within the heritage team, Vanessa undertook the detailed measured survey, recording and documentation of the historic farm buildings within Wolgan Valley, which included a significant Wattle and Daub hut. The buildings were conserved and integrated into a 5* Resort.

ARCHITECTURAL ASSISTANT - ROBERT LEE ARCHITECTS (Sydney)

Bulli Hotel, NSW (2005-2006)

Vanessa was initially engaged to prepare the conservation management plan for the Bulli Hotel based on her experience in writing conservation management plans and undertaking associated heritage-based assessments. She then advised on its refurbishment and extension.

Commercial, residential and childcare developments (2006)

Vanessa offered planning and heritage advice on several projects, including the re-zoning of a major commercial site in Hurstville Town Centre and adaptation of Federation style residences for use as childcare centres.

HERITAGE SPECIALIST - TANNER ARCHITECTS (Sydney)

Victoria Park Gates, Sydney (2005)

As the heritage specialist, Vanessa researched and instigated reinstatement of the Victoria Park gates to their original position, now demarking an historic axis.

The Cooperage, Sydney (2004)

Ahead of the adaptation of the heritage listed former CSR Mill in Pyrmont on Sydney Harbour, Vanessa undertook the archival recording of the significant elements of industrial heritage to be protected and incorporated into the residential scheme.

Mount Stromlo Observatory, ACT (2004)

Vanessa guided the heritage parameters for work within the area of national significance including an interpretation plan.

Rotherwood Conservation Management Plan

As heritage specialist, Vanessa prepared the conservation management plan for the heritage listed 'Rotherwood' in the NSW Southern Highlands. The plan was used to guide the sensitive development of the homestead and its curtilage.

DEVELOPMENT ASSESSMENT OFFICER - SUTHERLAND SHIRE COUNCIL, Sydney

Whilst studying the Master of Urban and Regional Planning (Heritage Conservation) between 2003 and 2004, Vanessa worked as a development assessment officer for this large Council, covering a range of issues using a comprehensive suite of planning instruments and development control plans.

CV- stephen pearse architect



Stephen Pearse is a highly skilled architect with over 40 years of experience as a designer and architectural leader.

Stephen directs his own practice where the work includes design review, advisory work to local government, joint venture bids in the delivery of mixed use, residential and community projects.

Stephen has contributed to the progress of design outcomes through the management of internal design review process in large architectural practices, facilitated design review panels for large civic projects such as the New Wharves for Sydney Harbour and the Queens Square Law Courts and presented to IDAP, DRP and design excellence panels for multiple projects. Presently Stephen sits on the LPP for Fairfield City Council and Design Review Panel, Hills Shire Council Showground precinct.

His high quality urban and architectural design work has resulted in many design competitions wins and awards. Significant design projects include the Wollondilly Shire Picton Civic Centre Masterplan, Hurstville Civic Centre Masterplan, Rouse Hill Town Centre, the new wharves for Sydney Harbour and the First Government House Site, Museum of Sydney.

Stephen has collaborated and designed for cities and precincts throughout Asia including India, China and Vietnam. His work from feasibilities to achieving built outcomes has connected Steve with a large client base within both public and private sectors.

He is active in thought leadership having presented papers discussing the densification of our cities and master planning at the International Urban Design Conferences in Hobart 2019, Canberra 2016 Adelaide 2014 and the Architecture and Design forum Sydney Indesign 2016.

Stephens design leadership has been a major contribution to the extensive project list below and to the awards listed at the various practices noted.

Professional Qualifications

Registered Architect NSW ARB 4857

1982 – BArch (Hons), NSW Institute of Technology

Professional Background

2019 to present –Director, stephen pearse architect pty ltd (spa)

2017 to 2019 –Principal, steve pearse architecture + (SPA+)

2014 to 2017 – Managing Principal Sydney, dwplutters

2012 to 2014 – Workplace Leader, dwplutters

2011 to 2012 –Principal, steve pearse architecture

2002 to 2011 – Design Director, GroupGSA

1985 to 2002 – Associate Director, Johnson Pilton Walker / Denton Corker Marshall

1983 to 1985 – Project Architect, Government Architects NSW

1980 to 1982 – Student Architect, Kevin Curtin and Partners

CV- stephen pearse architect

Professional Associations

- A+ Member – Australian Institute of Architects
- Founding Member – Australian Architecture Association
- Committee Member – Association of Consulting Architects, NSW branch
- Past Chair – AIA NSW Continuing Professional Development Committee

Selected Relevant Experience

Urban Design

- Wollondilly Civic Centre Masterplan, Picton, NSW
- Zvezda Green New Town, Belgrade, Serbia
- Hurstville Civic Precinct Masterplan, Sydney, NSW
- Liverpool City Council town centre site studies, Sydney, NSW
- Parramatta City Council site study multi-level schools, Parramatta, NSW
- Parramatta City aquatic centre, concept design, Parramatta, NSW
- Old Kings School Site master planning study, Diocese of Parramatta, NSW
- Roche Dee Why West relocation feasibility and master planning study, Sydney, NSW
- Rouse Hill Town Centre, Sydney, NSW
- West Ryde Town Centre, Sydney, NSW
- Carnes Hill Liverpool Town Centre, Sydney, NSW
- First Government House Place, Sydney, NSW
- Heritage Fleet Blackwattle Bay Submission, Sydney, NSW
- Xian Masterplan Competition, China
- Dalian Eco City Masterplan, Dalian, China
- Ludhiana City Centre, Punjab, India
- Weihei Millennium Park, China

Hospitality

- Concept Hotel, Brisbane, QLD
- Poole's Rock Conference Centre, Hunter Valley, NSW
- Poole's Rock Restaurant, Hunter Valley, NSW
- Hungerford Hill Winery & Accommodation Masterplan, Hunter Valley, NSW
- Black Wattle Bay Heritage Fleet, Sydney, NSW
- Burrawang West Station 6 Star Resort, Cowra, NSW
- SEGA Entertainment Centre, Sydney, NSW

Residential

- City West Housing, Waterloo, NSW
- Harris Park Seminary & Apartments, Sydney, NSW
- Redfern Housing West Block, Sydney, NSW
- 420 Pitt Street Design Competition, Sydney, NSW
- West Ryde Town Centre Residential, Sydney, NSW
- Clarke Street St Leonards, Sydney, NSW
- Mackay Resort Housing, Whitsunday Coast, QLD
- Concord Housing, Sydney, NSW
- Powerhouse Housing, Sydney, NSW
- BIAD Residential Complex Beijing, China
- Ludhiana City Centre, Punjab, India
- Weihei Millennium Park, China
- Dwarka Mohr Residential, New Delhi, India

Retail

- Dee Why Grand Shopping Centre Upgrade, Sydney, NSW
- Macarthur Square Retail, Campbelltown, NSW
- Rouse Hill Town Centre Retail & Mixed Use, Sydney, NSW
- Ludhiana City Centre, Ludhiana, India
- Taobao New Retail Concept, China
- Maiden Mall, Amritsar, India

CV- stephen pearse architect

Civic

- Wollondilly Civic Centre Library Hub, Arts and community Centre, Picton, NSW
- Cobar Miners Memorial, Cobar, NSW
- Nepean Hospital Chapel, Nepean, NSW
- Cobar Heritage Centre new Museum brief and concept, Cobar NSW
- Jewish Museum Refurbishment, Sydney, NSW
- Queens Square Law Courts, Sydney NSW
- Thirlmere Rail Heritage Centre, Thirlmere, NSW
- Rouse Hill Town Centre Library & Community Centre, Sydney, NSW
- Narellan Library, Sydney, NSW
- Dubbo Community Arts Centre & Museum, Dubbo, NSW
- Art Gallery of NSW Asian Gallery, Sydney, NSW
- Museum of Sydney Governor's Place, Sydney, NSW
- Melbourne Museum Exhibition Masterplanning & Exhibition Design, Melbourne, VIC
- Melbourne Museum Entry & Information Centre, Melbourne, VIC
- Powerhouse Museum Exhibition Masterplanning & Exhibition Design, Sydney, NSW
- Chief Secretary's Building, Sydney NSW

Workplace

- Wollondilly Civic Centre administration building, Picton NSW
- Hurstville Civic Centre Commercial Workplace and Community Hub, NSW
- Melbourne Quarter Design Competition, VIC
- Diocese of Parramatta Precinct Masterplan, NSW
- Roche Masterplan & Workplace Study, Sydney, NSW
- Icare headquarters workplace, Sydney NSW
- Rural Fire Service new headquarters base building brief and fit out, Sydney, NSW.
- Hillsong Church Masterplan Hub & Workplace, Sydney, NSW
- Australian National University College of Engineering & Computer Science / Mathematical Sciences Institute Workplace & Student Hub, Canberra, ACT
- Hastings Deering Qld Headquarters, Brisbane, QLD
- The Hills Shire Council Relocation, Sydney, NSW
- Centrelink National Headquarters, Canberra, ACT
- 101 Bathurst Street, Sydney, NSW
- Darling Island Stage Three, Sydney, NSW
- Trades Hall Trade Union offices, Sydney, NSW

Education

- Parramatta City Masterplan for School Sites, Sydney, NSW
- Concept design multi-level school programme, DEC Parramatta
- Vertical campus concept design QUT, Brisbane
- BER 120 schools for Lend Lease, Abigroup & Laing O'Rourke, Australia
- Catholic Education Office Concept Science Resource Centre, Sydney, NSW
- Catholic Education Office BER projects, Wollongong, NSW
- Abbotsleigh Girls School Masterplan Warrawee, Sydney, NSW
- Nagle Girls High School Masterplan Blacktown, Sydney, NSW
- Marion Primary School, Sydney, NSW
- Queenwood School Masterplan Balmoral, Sydney, NSW
- Ozanam Youth Camp, Gosford, NSW
- Somersby Field Study Centre, Broken Bay, NSW
- Killarney Heights High School, Sydney, NSW
- Chisholm Catholic Primary School, Chisholm, NSW
- Loyola College, Sydney, NSW
- Clare Catholic High School Hassall Grove, Sydney, NSW
- Good Samaritan College Hinchinbrook, Sydney, NSW
- Terra Sancta College Parramatta Masterplan, Sydney, NSW
- TAFE Granville, Sydney, NSW
- UTS Broadway Design Competition, Sydney, NSW
- Beijing Normal University Zhuhai Campus, China
- Jiangnan University, China
- Zhuhai Campus, China
- ZIME University Campus, China

CV- stephen pearse architect

Health

- Palmerston Regional Hospital, Darwin, NT
- Samitivej Children's Hospital, Bangkok, Thailand
- Sydney Hospital Redevelopment, Sydney, NSW
- Wuxi No1 Hospital Competition, China

Sport + Leisure

- Parramatta Aquatic Centre, Parramatta, NSW
- Ultimo Aquatic Centre Competition, Sydney, NSW
- White City Hakoah Club Paddington, Sydney, NSW
- Kogarah Golf Club, Sydney, NSW
- Quatab Golf Club, New Delhi, India
- Beijing Normal University Zhuhai Campus, China
- Beijing Olympic Wrestling Arena Design Competition, China
- Beijing Olympic Shooting Range Competition, Winning Design, China
- Rio de Janeiro Olympic Games, Barra da Tijuca Design Competition, Brazil
- Commonwealth Games Training Venues, Delhi, India

Industrial

- Liverpool City Council Parks & Infrastructure, Sydney, NSW
- Merrylands Carpark, Merrylands, NSW
- Balgowlah Zone Substation, Balgowlah, NSW

Transport

- Sydney Harbour Wharves Upgrade, Sydney, NSW
- Circular Quay Upgrade Sydney, NSW
- Barangaroo Wharf concept, Sydney, NSW
- Glenfield Rail Station, Sydney, NSW
- Parramatta Rail Link Competition, Sydney, NSW
- Central Railway Concourse & links to Suburban Concourse, Sydney, NSW

Defence

- Special Forces Working Accommodation Holsworthy Redevelopment, Sydney, NSW

Achievements

- 2019 – ACT Architecture Awards, *The Enrico Taglietti Award- Educational Architecture*, ANU Hanna Neumann Building (dwp +clarkekeller)
- 2019 – ACT Architecture Awards, *The W. Hayward Morris Award- Interior Architecture*, ANU Hanna Neumann Building (dwp +clarkekeller)
- 2019 – ACT Architecture Awards, *The Pamille Berg Award for Art in Architecture*, ANU Hanna Neumann Building (dwp +clarkekeller)
- 2014 – WAF Awards Sydney Harbour Ferry Wharves Upgrade, Shortlist (*GroupGsa*)
- 2009 – AIA Award ACT, Interior Architecture Commendation, Centrelink National Headquarters, Canberra (*GroupGsa*)
- 2008 – AIA Award National & NSW, Walter Burley Griffin & Lloyd Rees Award for Outstanding Urban Design, Rouse Hill Town Centre, Sydney (*DCM*)
- 2008 – Design Excellence Competition, Winner, 420 Pitt Street, Sydney (*GroupGsa*)
- 2004 – Narellan Library Design Competition, Winner (*GroupGsa*)
- 2004 – Dubbo Community Arts Centre & Museum Design Competition, Winner (*GroupGsa*)
- 2003 – International Architects Prize, Beijing Olympic Shooting Range (*GroupGsa*)
- 2003 – Darling Island Stage Three Design Competition, Winner (*DCM*)
- 1997 – RAI Award NSW, Museum of Sydney (*DCM*)
- 1995 – RAI Award NSW, Walter Burley Griffin & Lloyd Rees Award for Outstanding Urban Design, First Government House Place, Sydney (*DCM*)

CV- stephen pearse architect

1992 – RAIA Award NSW, Merit Award, Loyola College, Sydney (*DCM*)
 1991 – Perth City Foreshore Urban Design Competition, Commendation (*DCM*)
 1989 – Sydney Showground Competition, Highly Commended (*DCM*)
 1988 – Southern CBD, Sydney Urban Ideas Competition, First Prize (*DCM*)
 1982 – Quiet House Competition Exhibited Scheme

Presentations +Publications

2019 – Urban Design Conference Hobart, “Wollondilly Civic Centre Masterplan”
 2016 – Urban Design Conference Canberra ‘Activity Based Cities’
 2015 – Sydney Indesign ‘*What’s Beyond ABW?*’ Sydney
 2014 – Urban Design Conference Adelaide ‘*Converge Connect Co-exist*’, Precinct Sydney.
 2011 – AIA Tusculum talks – Sydney’s new wharves 2011
 2011 – AIA New technologies in architecture forum, Chair
 2010 – AIA Archi-business forum
 2008 – Embracing green- Property Council magazine 2008.
 2008 – New Towns and sustainability - Sydney Morning Herald September 2008
 2009 – AIA Tusculum talks- Rouse Hill 2009
 2007 – Museum of Sydney- layers of Meaning: Historic House trust

Additional profile background

Website

www.stevepearse.com.au

LinkedIn profile

linkedin.com/in/stevejpearse

twitter

<https://twitter.com/pearseplus>

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 ██████████

*Office-Level 2 37-39 The Corso Manly
 2095 NSW Australia*

Jocelyn Jackson
Senior Project Director



B.Arch (Hons I)
Grad Dip Art
LFRAIA

Registered Architect
NSW Registration - 3685

Jocelyn's skills embrace all aspects of architecture with particular strengths in urban and architectural design. Appointed a Director at Tanner Architects in 1990, Jocelyn is now a Senior Project Director at Tanner Kibble Denton Architects. Jocelyn's wide ranging experience is in educational, commercial, community, adaptive reuse, residential and interiors projects and she has had a key involvement in projects for NPWS, IWC, SHFA/Property NSW, UNSW, ArtsACT, UTS, private clients and on design review panels. In 2017, Jocelyn was awarded the RAlA Marion Mahoney Griffin Prize.

Education

- 1973 Bachelor of Architecture (Hons I)
University of Sydney
Awarded The University Medal, The Sir John Sulman Prize for Design, The Joseph Auto-Hot Architectural Prize, 'Outstanding Woman's Graduate Prize'
- 1973 Awarded RAlA Silver Medal
- 1975 NSW Board of Architects Registration
- 1981 Graduate Diploma in Professional Art Studies, (COFA - UNSW)
- 2007-2019 GBCA Green Star Accredited Professional

Professional Associations

- > RAlA Life Fellow 2021
- > Australian Institute of Architects: 2011 Fellow, 1975-2011 Member
- > UTS Built Environment Committee: 1996 - Member UTS Physical Resources Committee
- > 2004-2007: Redfern Waterloo Authority Ministerial Advisory Committee
- > 2005-2013: Waverley Council Independent Hearing & Assessment Panel
- > 2006 RAlA NVP - UTS, University of Sydney and University of Newcastle
- > 2008-2010 RAlA SVP- UTS, University of Sydney
- > RAlA Mentor Scheme: 2003-2004, 2007- 2008, 2011-2013
- > NSW Board of Architects APE Examiner: AACA LEP Examiner.
- > 2016- Inner West Council Architectural Design Excellence Panel Member
- > 2019- Waverley Council Local Planning Panel Member
- > 2020- NSW State Design Review Panel

Professional Experience

- 2021- *Tanner Kibble Denton Architects*
Senior Project Director
- 2012-2020 *Tanner Kibble Denton Architects*
Practice Director
- 1989-2012 *Tanner Architects*
Director - Urban design, planning, design, documentation, contract administration for commercial, community, educational, multi-unit residential, adaptive reuse/conservation and masterplanning projects; planning reports, expert evidence.

1983-1989 *Howard Tanner & Associates*
Senior Architect - Public, institutional, housing and rural projects.

1978-1979 *Philip Cox and Partners*
Architect - Institutional, educational, housing.

1974-1976 *Philip Cox and Partners*
Architect - Sporting projects.

1973-1974 *Fisher Jackson and Hudson*
Architect - Hospitals, commercial/institutional.

Awards

- > 2008 AIA Heritage Award - *Canberra Glassworks*
- > 2010 World Architecture Festival Awards, New & Old Category and 2010 Art and Work: Short listing - *Canberra Glassworks*
- > 2017 RAlA Marion Mahony Griffin Prize

Major Projects

- > *Metacalf Bond Stores* - Base building works for commercial use.
- > *16-18 Grosvenor Street, The Rocks* - Roof addition to heritage building.
- > *Audley Boatshed and Bridge NPWS*
- > *ASN Building, Bay 5 refurbishment SHIFA*
- > *Goldstein Hall Refurbishment UNSW*
- > *Lidcombe Library and Community Centre, Auburn City Council*
- > *ATP, Eveleigh, Locomotive Workshops*
- > *Alcatel Lucent University at UTS*
- > *Lawson House, The Rocks* - Adaptive reuse for apartments, roof addition, retail.
- > *Canberra Glassworks, artsACT*
- > *Argyle Stores, The Rocks, SHFA* - Base Building, works structural and roof repairs.
- > *Loreto Normanhurst, Learning Resource Centre* - Indoor Swimming Pool, New learning and music spaces.
- > *Saunders Street Apartments, Pyrmont*
- > *UTS: Blackfriars Campus, Chippendale* - Adaptive reuse and Remedial Repairs.
- > *Cootamundra Library*
- > *UTS: Blackfriars and Kuring-gai-Childcare*
- > *Pyrmont Bridge, East & West Abutment*
- > *Western Distributor Bicycle Link Screen*

Masterplanning

- > *Campbell's Stores, The Rocks, SHFA* - Concept Study for revitalization of historic foreshore precinct.
- > *Wyong Police Station* - Master Plan
- > *Oceania, Landcom* - Adaptive reuse/feasibility/residential options for the Royal Newcastle Hospital.
- > *Loreto Normanhurst* - Master plans 1997 and 2003, future educational directions.

Competitions

- > *Hickson Road Apartments* - Delmo, Design Excellence Competition.
- > *Saunders Street Apartments, CWDC/SHFA* - Winner, design competition.
- > *Ultimo Aquatic Centre, City of Sydney Council* - Short listed for Stage 2.

From: [REDACTED]
To: [Bill Mackay](#)
Subject: RE: Local planning panel membership application
Date: Tuesday, 28 February 2023 5:47:39 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[Julie Armour Nomination-com-rep Local-Planning-Panel.docx](#)

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi Bill,

I have attached my nomination form for this community panel position. Also, in support of this nomination I provide the following information.

I have lived in this area since 1992, initially as a renter in Hutchinson St Surry Hills & then Selwyn St Paddington then having lived in my current residence which I own, in Iris St since 2002. I have been actively involved in the local community with respect to developments that are occurring having been exposed to many in the area on first name terms.

- I have lived through the construction and demolition of number a of large number of residential and commercial projects in the area over the years and have made active contributions where issues have arisen.
- I attended a few of the online meetings for some of these local developments.
- I have been and am involved in several professional and community boards ranging from the Women's Health In Industry to an independent member of the NSW Mines Safety Advisory Council and am familiar with the requirements to adhere to Codes of Conduct (including conflicts and declarations of Pecuniary interest requirements).
- I am an active sports person (despite being more mature at 58- playing basketball at the KGV, swimming at City of Sydney swimming pools, harbour (Rushcutters Bay) and sea (Bronte, Icebergs & Clovelly) pools as well as exercising daily in the Moore Park Precinct where I talk to many members of the local community.
- I attend events as part of the Paddington Society and those offered at Victoria Barracks for the local community.
- I frequent many of the local coffee shops where I meet and talk to a diverse range of patrons from the local community.
- I have worked with community organisation including those assisting the homeless and other NGOs in the area such as Boddy Goldsmith Foundation, ACON & Stepping Out Accommodation services & refuges for refugees, homeless women & their children.
- I have also worked with several childcare & aged care operations in the area.
- I have also been involved with local police (Snr Constable Craig Parkinson), in attempt to manage vandalism misconduct in the community area.

I would love forward to act as a conduit between the local planning panel and our community to ensure that local issues are represented and considered by this panel.

Thanks
Julie Armour

[REDACTED]

If you are not the intended recipient please notify us immediately and do not disclose or retain this email or any part of it. Please notify us by contacting [REDACTED] or email to the sender. You should also delete the email and any attachments from your systems and not copy the email or any attachments or disclose content to any other person or entity. Thanks for your assistance.

Please consider the environment before printing this email

From: Bill MacKay <BMACKAY@cityofsydney.nsw.gov.au>
Sent: 28 February 2023 12:42
To: Julie Armour [REDACTED]
Subject: FW: Local planning panel membership application

Hello Julie

Thank you very much for expressing an interest in being a community representative on Council's Local Planning Panel.

To formalise your expression of interest can you please complete the attached nomination form and provide a brief covering letter demonstrating how you satisfy the criteria for membership.

Expressions of interest are open until 6 March. Following the end of the advertising period:

- expressions of interest will be reviewed against the relevant selection criteria;
- a shortlist of suitable candidates will be drawn up;
- shortlisted candidates will be interviewed (if required – still to be determined);
- suitable candidates will be recommended for appointment as community representatives.

Additional information on Local Planning Panels can be found on the NSW Department of Planning website at: <https://www.planning.nsw.gov.au/Assess-and-Regulate/Development-Assessment/Local-Planning-Panels>

A Code of Conduct for panel members is also attached for your information.

If you have any further questions please don't hesitate to contact me.

5 March 2023

Mr Bill Mackay
City of Sydney

Dear Mr Mackay

Re: Call for applications - Local Planning Panel community representatives

I wish to apply for the position of Community Representative on City of Sydney's Local Planning Panel Community as advertised on the City of Sydney Website.

The attached Resume details my achievements, training, qualifications and employment history to date. However, I would like to use this opportunity to demonstrate how I satisfy the Selection Criteria of this application.

understand the City of Sydney local area and issues of concern to the local community

I feel fortunate that I have been able to call the City of Sydney home for my entire life. More than this, I have been able to study, play, work and give back to the community within its boundaries.

As a student at St Mary's Cathedral College and of the University of Sydney, I was aware of the need for safe movement and the need for green spaces. Safe movement, not just on public transport but through underground passageways, across busy streets and through areas of increased homelessness which are often perceived as more dangerous. Green spaces, for students to interact, study and play team sports.

As an active participant in and deliverer of community activities, I recognise that spaces for skills, culture and connection remain critical. From horse riding on the eastern border of Moore Park to connecting with land along Barangaroo in the North, re-establishing the fish markets in the west and providing spaces for skateboarding in the south. In 2016 and 2017 I directed Rotary's Road to Broadway, a space for young musical theatre talent to get experience performing at The Basement which was one of Sydney's most iconic venues. Four years prior to that I developed the Stars of PCYC a talent showcase, hosted at the NSW Art Gallery, highlighting the skills of the local Woolloomooloo community.

Finally, as a previous staff member of St Vincent's Hospital Sydney I understand the need for fit for purpose infrastructure that is built for community. Supporting the hospital's supportive and palliative care services and the COVID Emergency Operations Centre was a challenge, but it highlighted the need to put the outcomes and experience of people first. The way we design our roads, landscapes and buildings has an impact on people managing through their most difficult times but can also be a reason behind positive experiences.

have the capacity to form independent views and to contribute constructively to the determination of applications

I am not aware of any reason why my views or determinations would be anything but independent. If of course there is a conflict of interest I will avoid or appropriately manage the conflict to uphold the probity of panel decision making. When unsure I will check with the Panel's chair and/or Secretary.

can demonstrate a basic level of understanding of the planning system. For example, knowledge of the council's local environmental plan, development control plan, local strategic planning statement or community strategic plan

I am most certainly not a planning expert and would consider that my greatest skill for this role would be ensuring that outcomes and experiences that matter to people are reflected in every decision the panel makes.

I was however a member and Co-chair of the Greater Cities Commission Youth Panel. In this role I was responsible for sharing the views of young people in Eastern Sydney with the Commission and other organisations responsible for planning in Greater Sydney. Among many things I:

- led the development of three issues papers highlighting significant challenges impacting young people, including housing
- and provided insights for the Industrial Lands Policy Review

Over time I also developed a better understanding of the planning process and learnt that the various plans and statements a local government needs to maintain and refer to are:

- powerful levers to enact change at a local planning level
- regularly reviewed through a strategic planning processes
- considerate of the Planning Priorities and Actions set out by the Commission's District plans.

are committed to following the Code of Conduct for Local Planning Panel Members and the Local Planning Panels Operational Procedures and attending local planning panel meetings and completing panel business in required timeframes.

I am willing and committed to adhere to the panel's code of conduct and operational procedures and complete business in required timeframes. As a member of other panels in the past, including the Greater Cities Commission Youth Panel, the Faculty of Health Science, University of Sydney Alumni Association and more I have previous experience in managing work and life commitments alongside additional community panel responsibilities.

I am excited by the opportunity to direct my experience, skills and passion towards the challenges of the panel and help increase integrity and accountability in the planning system, safeguard against corruption and deliver better planning outcomes.

I appreciate your time reviewing my application and look forward to further discussing what I could bring to the panel.

Sincerely

A solid black rectangular box used to redact the signature of the applicant.

Jayden Bregu

6 March 2023

Attention: Bill Mackay

Manager Planning Assessments, City of Sydney Council

Re: Nomination for Local Planning Panel – Community Representative

Dear Bill

Thank you for the opportunity to write to you with my nomination as Community Representative on the City of Sydney's Local Planning Panel.

Following is selected information about me that reflects the Panel's eligibility criteria for membership.

I have been a resident of the City of Sydney (COS) LGA continuously for the past 25 years, holding the multiple personas of apartment owner occupier, landlord and Airbnb host.

I have experienced such changes as the gentrification of the Cross, the urban development of Pyrmont/Ultimo peninsular, Waterloo and Green Square in particular, hotels becoming housing, the improved water quality of harbour beaches, the introduction of cycleways, and the council's ever widening demographic and its need for affordable housing, schools, parks and playgrounds.

The COS LGA has immense diversity in its residents and commercial interests and I have strong friendship and business networks who live and work across the various villages. I am an excellent communicator and facilitator well able to garner information, and to represent and communicate the interests of the local community.

Pre-COVID I was an inaugural facilitator with the COS's Strata 101 Program which further increased my understanding of and exposure to issues associated with living in strata, its particular planning and regulatory environment and its impact on owners and tenants.

I am nominating as a Community Representative but would also bring to that role my experience in developing national accreditation and registration frameworks, inaugural ISO standards for vocational education and training, evaluation frameworks and audit protocols for aged care, and designing and managing performance frameworks and funding models for government funded state based tripartite bodies.

I have strong capability strengths in strategic planning at the local, state and national levels and understand the council's planning system and associated documentation regarding plans such as Local Environmental Plans, the Development Control Plan, City Plan 2036 (local strategic planning statement) and the Community Strategic Plan.

As a previous NSW public servant, CEO of a National Skills Council, Board Chair and Director on Not For Profit organisations, and currently as a member on the Teachers Mutual Bank Limited Members Committee, I understand the criticality of adhering to a strict code of conduct, the need for

transparency, confidentiality and compliance, personal integrity and ethical and fair decision making. Organisational governance, workforce reform, strategic and operational planning and performance were key offerings in my work as a consultant in the government, public, private and industry sectors.

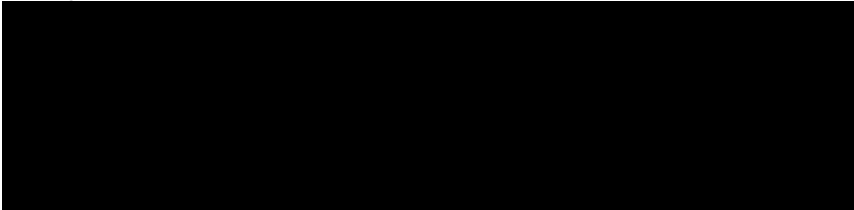
That professional experience equips me with the capacity to review complex, sensitive and contentious documents and form an independent view in partnership with advice and commentary from industry experts.

Along with a BA, Dip Ed and Dip Editing and Publishing, I hold tertiary qualifications in Total Quality Management and Fraud and Risk Control.

My circumstances allow me to be available to attend panel meetings.

Lastly, my strong personal motive in nominating for the panel is to contribute to the council's desire to be a performer in design excellence, liveability and sustainability.

Regards



Judy MacGraw

- >
- > My name is Peter Tzannes a resident of Centennial Park 2021 since 1951
- > I would like to apply to become member of your Local Planning Panel.
- > I am passionate about our parklands, our precinct and Sydney's planning as a whole.
- >
- > By way of background.
- >
- > I am a retired Pharmacist who has been on many Pharmacy committees.
- > I have been a member of the Centennial Park Residents Association (CPRA) for more than 20 yeas
- > I was Chairman of the CPRA for many years and am now co-Chairman with Julie Osborne.
- > I have been elected onto the Centennial Parks CCC twice. -once over ten years ago and now currently.
- > I was on The Lakes Golf Club board serving as Chairman of Greens
- > Was elected onto two SCGT committees - Members Advisory Group and Trust Advisory Group
- > I represent Centennial Parklands on the Alliance for Public Parklands.
- >
- > Peter Tzannes

Document is Restricted

Document is Restricted

Item 7.

Fire Safety Reports

File No: S105001.002

Summary

The City of Sydney regularly receives building reports from Fire and Rescue NSW in relation to inspections carried out by Fire and Rescue NSW Authorised Officers. These inspection reports are to be reported to Council and Council is required to determine whether to exercise its power to issue fire safety orders under Division 9.3 and Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act).

In response to Fire and Rescue NSW reports City staff undertake inspections to ensure fire safety measures are in full operation and that building exits are clear and unimpeded. Fire and Rescue NSW inspections revealed fire safety concerns that require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

Fire and Rescue NSW has powers under the Act to carry out inspections of buildings and it is required to forward its findings to the City.

Fire and Rescue NSW reports received by the City are required to be tabled before Council.

Attached are details of one report received by the City from Fire and Rescue NSW. The attachments deal with one property and includes the Fire and Rescue NSW report and the findings (preliminary or final) by the City's Officer, along with other documentation relevant to that property.

Recommendation

It is resolved that Council note:

- (A) the contents of the Fire Safety Report Summary Sheet, as shown at Attachment A to the subject report; and
- (B) the contents of Attachment B and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 2-8 Dixon Street, Sydney at this time.

Attachments

Attachment A. Fire Safety Report Summary Sheet

Attachment B. Inspection Report - 2-8 Dixon Street, Sydney

Background

1. The City receives inspection reports and recommendations from Fire and Rescue NSW in relation to inspections carried out on buildings located within the City's local government area.
2. Under the Environmental Planning and Assessment Act 1979, (the Act), Fire and Rescue NSW has the power to carry out inspections of buildings to determine if the building has adequate provision for fire safety and/or is compliant with legislation.
3. On average, the City receives approximately 50 such reports each year. They can be prompted by reports from the Police or others who have a concern relating to fire safety in a building.
4. The inspection was undertaken to ensure fire safety measures were in full operation and that building exits were clear and unimpeded.
5. When Fire and Rescue NSW carries out such an inspection, a report and any recommendations must be provided to the City.
6. Under the Act, Council is then required to table the report and make a determination as to whether it will exercise its power to issue a Fire Safety Order 1 or 2 in Schedule 5, Part 2 of the Act. Fire Safety Order 1 requires a person to do or stop doing certain specified things to improve fire safety; Fire Safety Order 2 requires a person to cease conducting an activity on premises where that activity constitutes, or is likely to constitute, a life-threatening hazard or a threat to public health or public safety.
7. Attached are the details of the reports received from Fire and Rescue NSW, including recommendations for further action. The properties have also been reviewed by a City Officer.
8. Personal information has been redacted from the reports in accordance with the Privacy and Personal Information Protection Act 1998.

Relevant Legislation

9. Environmental Planning and Assessment Act 1979.

GRAHAM JAHN AM

Director City Planning, Development and Transport

Andrew Thomas, Executive Manager Planning and Development

Attachment A

Fire Safety Report Summary Sheet

Fire Safety Report Summary Sheet
Cl.17, Schedule 5 of the Environmental Planning and Assessment Act 1979, reports to Council, S105001.002

Total number of properties tabled: 1

Report – November 2023

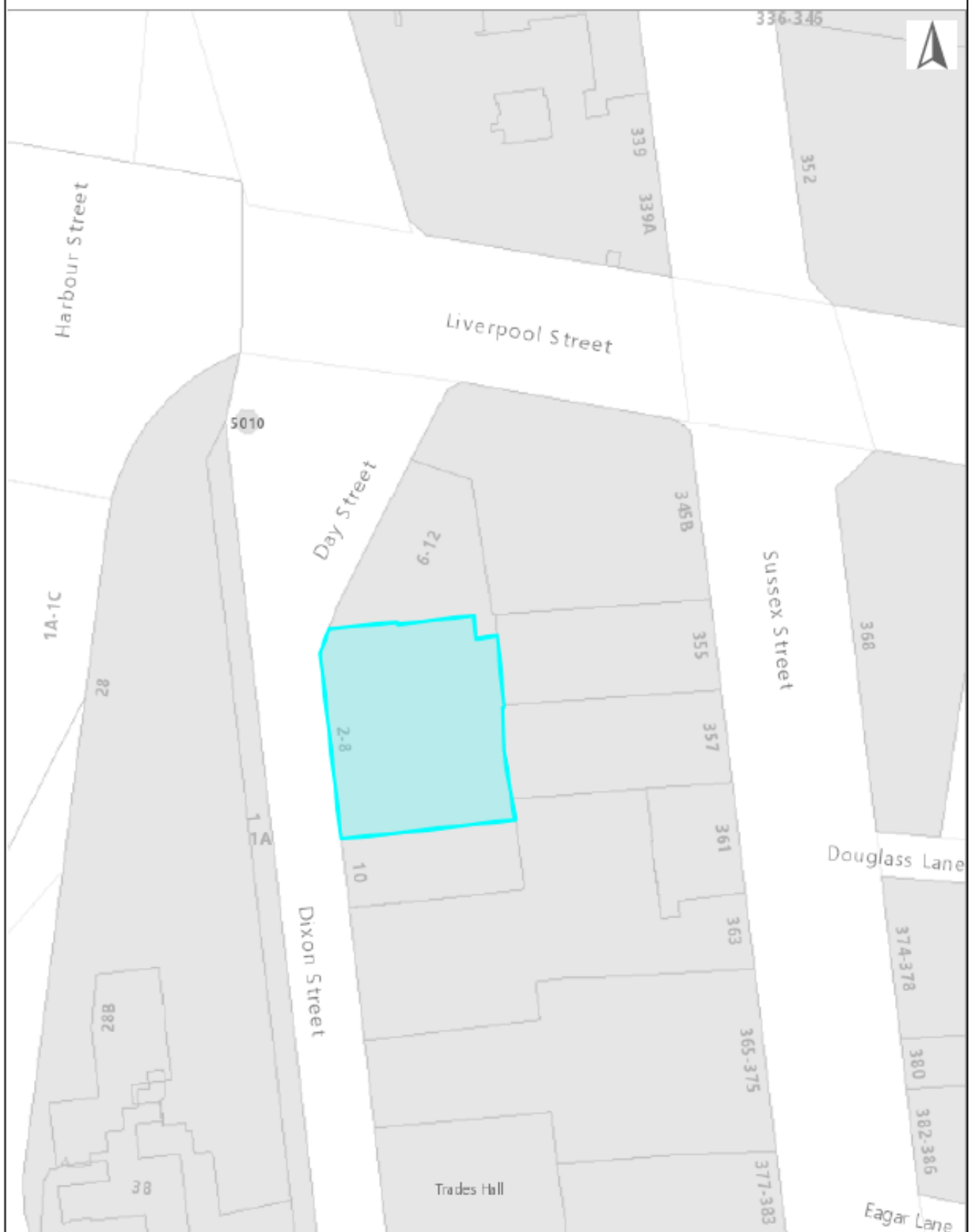
Summary table

Att. (A-B)	Premises Specifics	Actions/ Recommendation
A	Not applicable – Summary Sheet	Summary of clause 17, Schedule 5 matters tabled at Council meeting.
B	2-8 Dixon Street, Sydney	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.

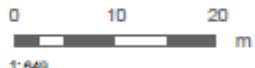
Attachment B

**Inspection Report
2-8 Dixon Street, Sydney**

2-8 Dixon Street, Sydney



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1:849

Notes

6/09/2023

**Council investigation officer Inspection and Recommendation Report
Clause 17(2), Part 8 of Schedule 5, of the Environmental Planning and Assessment
Act 1979 (the Act)**

File: CSM 3044026

Officer: Mark Privett

Date: 4 October 2023

Premises: 2-8 Dixon Street, Sydney

Executive Summary:

Council received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises on 4 September 2023 with respect to matters of fire safety.

The premises consists of a strata titled seventeen storey building located in the late night restaurant precinct of Sydney’s Chinatown comprising ground level retail and lobby area, restaurant level, serviced apartments (levels two to six) and 3 storey basement carpark.

An inspection of the premises undertaken by a Council investigation officer in the presence of the building manager revealed that there were no significant fire safety issues occurring within the building.

The premises are equipped with numerous fire safety systems (both active and passive) that would provide adequate provision for fire safety for occupants in the event of a fire. The annual fire safety certification is on display within the building in accordance with the requirements of the *Environmental Planning and Assessment (Development Certification and Fire Safety Regulation 2021)* (the Reg).

Council investigations have revealed that whilst there remains several minor fire safety “maintenance and management” works being attended to by the property owner, the overall fire safety systems provided within the subject premises are considered adequate in the circumstances.

It is considered that the above fire safety works are of a degree which can be addressed by routine preventative and corrective maintenance actions undertaken by the owner’s fire service contractor(s).

Observation of the external features of the building did not identify the existence of any potential combustible composite cladding on the façade of the building.

Chronology:

Date	Event
04/9/2023	FRNSW correspondence received by Council, regarding premises ‘APX Hotels and Apartments’ 2-8 Dixon Street, Sydney [2-8 Dixon Street, Sydney]
11/09/2023	A desktop review carried out by Council officer verified that Annual Fire Safety Statement (AFSS) submission process was being followed by the property owner in accordance with the Regulations and Council procedures. The officer noted current fire safety documentation/certification on file (E/2004/400) and it was evident that an Accredited Practitioner (Fire Safety) (APFS) had recently assessed & inspected all fire safety measures (including exits) that apply to the building with measures having been verified by the practitioner with respect to the relevant standards of performance.

Date	Event
13/09/2023	<p>An inspection of the subject premises was undertaken by a Council officer in the presence of the building manager where the following items were noted:</p> <ul style="list-style-type: none"> • fire indicator panel displayed 2 faults. The building manager advised the faults were caused by water ingress affecting two smoke detectors. He confirmed the source of the water ingress had been found and works undertaken to fix the water ingress issue. • annual fire safety statement, fire safety schedule and evacuation plan present • exit signs were operational and illuminated. • fire hose reels were found to be accessible and free of obstructions. • a sprinkler schematic plan printed on A3 paper and laminated was provided to the hydrant booster enclosure. • A stock of replacement sprinklers could not be located. • the fire control room was provided with a telephone connection to an external telephone exchange and tactile fire plans. • items of rubbish were observed in the fire isolated stairways. • the path(s) of egress were free of stored items, equipment and obstructions. • contrary to FRNSW correspondence fire doors throughout the building were found to be closed and not being held open by the use of door wedges. Also, building manager advised he had provided instruction to the staff to ensure that the fire doors are kept closed at all times. • other fire safety measures in the building appeared adequately maintained
14/09/2023	<p>Corrective action letter (TRIM Ref: 2023/557270-02) sent to owners pertaining to general maintenance issues noted during City's inspection i.e. directional signage, rectify faults to fire panel, signage to pump room, require installation of contents to Fire Control Room (FCR), removal of non-firefighting equipment from the pump room, provide sprinkler system block plan</p>

FIRE AND RESCUE NSW REPORT:

References: [BFS23/2818 (28451); BFS23/4554 (30151); D23/83811]

FRNSW conducted an inspection of the subject premises on 30 May 2023 and 20 June 2023 after receiving an enquiry about the adequacy of the provision for fire safety at the premises.

Issues

The report from FRNSW detailed a number of issues, in particular noting:

Issue	City response
<p>The Fire Indicator Panel (FIP) displayed faults and isolations on different inspections by FRNSW</p>	<p>Corrective action letter sent to address matter regarding faults to fire indicator panel.</p> <p>Council inspection verified that the source of the water ingress affecting smoke detectors had been found and works undertaken to fix the water ingress issue.</p>

Issue	City response
Exit signs did not operate and/ or were not illuminated	No action required by the City. Councils' inspection revealed that exit signs were illuminated and operational
Storage of goods restricting access to the fire hose reels	No action required by the City. Councils' inspection verified no storage of goods restricting access to the fire hose reels
Sprinkler System Block Plan was not displayed	Corrective action letter sent.
Stock of replacement sprinklers, including spanner not provided on the premises	Corrective action letter sent.
Non-firefighting equipment was stored within fire pump room	Corrective action letter sent
Directional & other signage required to the Pump Room	Corrective action letter sent.
FCR lacking contents required under the National Construction Code (NCC)	No action required by the City. Councils' inspection revealed the FCR contained contents required under NCC.
FRNSW Emergency Services Information Package (ESIP) not provided on the premises	Council's inspection revealed that there is no ESIP provided on the premises and it is not required under the current NCC. Notwithstanding, the corrective action letter sent recommends that an ESIP be provided in the FCR in accordance with FRNSW's guideline.
A copy of the current Annual Fire Safety Statement (AFSS) and Fire Safety Schedule (FSS) was not prominently displayed in the building	Council inspection verified the current AFSS & FSS was installed in a prominent position in the building's foyer.
Items stored in fire isolated stairs and paths of travel	No action required by the City. Council's inspection verified that all fire isolated stairways and passageways throughout the premises were unobstructed and clear of items.
FRNSW recommends review of the operation of the sliding exit door at the front exit beside the lobby for compliance with the NCC	Corrective action letter sent.
Self-closing fire doors held open by door wedges	No action required by the City. Councils' inspection revealed that door wedges were not being used to hold open fire doors

Issue	City response
It is at Council's discretion to determine whether an investigation is required to confirm essential fire safety measures are being maintained, that an accredited practitioner (fire safety) has assessed, inspected and verified the performance of each fire safety measure (including exits) that applies to the building and is submitted as part of an AFSS requirements	No action required by the City. Council's investigation has determined essential fire safety measures are being maintained, that the AFSS submission process is being followed by the property owner in accordance with the Environmental Planning and Assessment (Development certification and Fire Safety) Regulation 2021 and the City's procedures

FRNSW Recommendations

FRNSW have made two recommendations within their report. In general, FRNSW have requested that Council:

1. Inspect and address any other deficiencies identified on 'the premises' and require item nos. 1 to 4 of their report to be reviewed;
2. Advise them in writing of its determination in relation to this matter in accordance with the provisions of clause 17(4) of Schedule 5 of the Environmental Planning and Assessment Act 1979

COUNCIL INVESTIGATION OFFICER RECOMMENDATIONS:

Issue Order (NOI)	Issue emergency Order	Issue a compliance letter of instruction	Cited Matters rectified	Continue to undertake compliance action in response to issued Council correspondence	Continue with compliance actions under the current Council Order	Other (to specify)

Inspections undertaken by a Council investigation officer in the presence of the building manager verified that the deficiencies identified by FRNSW on their inspection had been rectified and that essential fire safety measures (including exit doors) within the building are being maintained.

It is recommended that Council not exercise its powers to give a fire safety order at this time.

That the Commissioner of FRNSW be advised of Council's actions and determination.

Referenced/Attached Documents:

2023/557270-01	FRNSW S9.32 report dated 1 September 2023
2023/557270-02	Corrective action letter dated 14 September 2023

Trim Reference: 2023/557270

CSM reference No#: 3044026

OFFICIAL



File Ref. No: BFS23/2818 (28451); BFS23/4554 (30151)
TRIM Ref. No: D23/83811
Contact: [REDACTED]

1 September 2023

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT
'APX HOTELS AND APARTMENTS'
2-8 DIXON STREET SYDNEY (hereafter "the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 25 May 2023 and 13 August 2023 concerning the adequacy of the provision for fire safety in connection with the premises.

The correspondence stated in part that:

25 May 2023

...I observed several items are being stored in the fire exit area and an improvised lock device installed on a fire door within the fire isolated stairwell...

I also observed the fire hose reel on B3 was obstructed by good an belongings which is also not in accordance with AS 2441-2005 - Instillation of fire hose reels clause 10.1...

13 August 2023

The smoke detector was covered up with paper. Notified front desk and they said it was fine and gets tested regularly. Hotel dismissive of this. Unless it was put up by previous people who stayed there or was this intentional by hotel? Don't know. Have reported this to Wotif as well, but not to Council...

Fire and Rescue NSW

ABN 12 593 473 110

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Community Safety Directorate
Fire Safety Compliance Unit

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Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected the premises on 30 May 2023.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

NOTICE OF INTENTION TO SERVE AN ORDER

FRNSW issued a Notice of Intention to Serve an Order (1) dated 1 June 2023 and 22 June 2023 under the provisions of Section 9.34 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

REPRESENTATIONS & INSPECTION

Written representations were received concerning the proposed **Order 1** under Schedule 5, Part 6, Section 8 of the EP&A Act. After receiving the representations, an inspection was conducted on 20 June 2023 and 11 July 2023 under Section 9.32 of the EP&A Act. Upon hearing and considering the representation and subsequent inspection, FRNSW gave an Order under Schedule 5, Part 7, Section 15 of the EP&A Act.

FIRE SAFETY ORDER NO. 1

Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW issued an Order No. 1, dated 14 July 2023, under the provisions of Section 9.34 of the EP&A Act. A copy of the Order is attached for your information under the provisions of Schedule 5, Part 6, Section 12 of the EP&A Act.

RE-INSPECTION

Under the provisions of Section 9.32(1)(b) of the EP&A Act and Section 112 of the *Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021* (EPAR2021), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected the premises on 1 August 2023.

INSPECTION OUTCOME

During the inspection, the terms of 'the Order' issued on the premises were compliant as FRNSW confirmed repairs had been conducted to item no. 1a(a) of this report. It is the Council's discretion to inspect and address any other deficiencies identified on the premises.

COMMENTS

Please be advised that the items in this report are limited to observations of the building accessed during the inspection and identify possible nonconformities with the National Construction Code 2022, Volume 1 Building Code of Australia (NCC) and provisions for fire safety. The items are not an exhaustive list of non-compliances. FRNSW acknowledges that the differences observed at the time may contradict development consent approval or relate to the building's age. Therefore, it's the Council's discretion as the appropriate regulatory authority to consider the most appropriate action.

The following items were identified during the inspection:

1. Essential Fire Safety Measures
 - 1A. Maintenance – Regulation 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021) requires maintenance of the Essential Fire Safety Measure to a standard no less than when it was first installed. At the time of the inspection, authorised fire officers observed the following:
 - A. Fire Indicator Panel (FIP) – At different inspection dates, faults and isolations were observed on the FIP, identifying different faults in the 'smoke detection alarm system' on both inspection dates.
 - B. Exit signs – Some did not operate when the test button was pressed, while other exit signs were not illuminated.
 - C. Fire Hose Reels (FHR) – Table 9.4.1 of Australian Standard AS1851-2012 requires FHR to be accessible with no obstacles restricting its access. At the time of the inspection, items were limiting access to many FHRs. However, the cleaner promptly moved the obstructions.
 - 1B. Sprinkler System Generally – The following clauses from Australian Standard AS2118.1:2017 – "Automatic Fire Sprinkler Systems - General systems" may require the Council's review:
 - A. Clause 8.3 – Requires the installation of a block plan. As part of the Council's discretion to inspect, the following items may need to be noted concerning block plans:
 - i. The plan must display the protected building, including the position of the main stop valve and other specific information.

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- ii. The plan should be displayed adjacent to each set or group of installation control assemblies and easily seen by firefighters and others responding to the alarm.
 - iii. The 'Notes' within the clause require a copy of the sprinkler block plan to be installed adjacent to the sprinkler boost inlets to facilitate fire brigade intervention.
- B. Clause 6.7 – Requires a stock of replacement sprinklers and a spanner to be located on the premises. There must be an appropriate number of spare sprinklers per the system's design for each hazard. The Council may require a review for the owners to restock the spare sprinkler heads.
- 1C. Pump Room or Enclosures (Generally) – As part of the Council's discretion to inspect, the following items may need to be noted for the pump room on Level 17. Clause 6.11.1 of Australian Standard AS2419.1-2021 requires the installation of pumpsets and associated equipment in a room or enclosure that:
- A. Only contains firefighting pumpsets and associated equipment. There were various building materials and rubbish in the room;
 - B. Is identified by a fade and weather-resistant sign, permanently affixed to the pumproom door, stating in capital letters not less than 50 mm high, in contrasting colour with the background, FIRE PUMP ROOM. No signage was observed on the door.
- 1D. Size and Contents of a Fire Control Room – Clause S19C10 of Specification 19 of the NCC details the contents of the FCR. The room appeared to lack the following:
- A. A telephone directly connected to an external telephone exchange.
 - B. Colour-coded, durable tactical fire plans.
- 1E. Fire Safety Guideline – FRNSWs guideline "Emergency Services Information Package and Tactical Fire Plans" includes the following items.
- A. Emergency Services Information Package (ESIP) – ESIPs provide firefighters and other emergency services with specific information used during operations. An ESIP could not be located.
 - B. Tactical Fire Plans (TFP) – Firefighters use TFPs during firefighting operations. It is vital that all TFPs are accurate and kept current at all times, and it is unclear at the time of the inspection whether the TFPs are current.
 - C. Emergency Plan – Typically, TFPs are near the emergency plan. The emergency plan could not be located at the time of the inspection.

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- 1F. Annual Fire Safety Statement (AFSS) – Regulation 89(4)(b) of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021) requires the owner to display a current AFSS within the building. The strata managers advised that an up-to-date AFSS was provided to the Council. The Council may need to inspect and review its records because the AFSS appeared out-of-date during the initial inspection.
2. Access and Egress
 - 2A. Fire Exits and Fire Exit Doors – Regulation 109 of EPAR 2021 requires a fire exit area for a building to be free of items that may obstruct the free passage of persons. Nor should the operation of a fire exit door be interfered with or obstructed without a lawful excuse, which includes the operation of a fire door providing access to a building's fire exit. At the time of the inspection, the following was observed:
 - A. Fire Isolated Stairs (FIS) – Authorised Fire Officers observed boxes, rubbish bins, and plastic storage buckets in the FIS, narrowing the passageway to the final exit door. The cleaner removed the items promptly once the duty manager was advised.
 - B. Level 1 – Commercial laundry trolleys and mattresses were excessively stacked in the hallway, reducing the width of the path to the FIS. The duty manager advised that the storage of these items was temporary as it was part of the hotel operations.
 - 2B. Sliding Exit Doors – NSW D3D24(2) of the NCC requires sliding doors used as required exits to open directly into the road or open space and open automatically on detection of smoke or power failure. If there is a malfunction or failure, the door must be capable of being manually opened under the force of not more than 110 N. The Council may require a review to confirm that the front exit door beside the lobby and signposted as required exits meet the requirements.
 3. Compartmentation
 - 3A. Compartmentation – Performance Requirement C1P2, C1P4 and C1P8 of the NCC specifies the requirements to prevent the spread of fire to exits, SOUs, public corridors, openings and penetrations, hence the following observations to the self-closing fire door to the following areas was chocked open with a door wedge:
 - A. The laundry room on the first floor.
 - B. The carpark from the lobby into the carpark.
 - C. The carpark driveway into the garbage room.

4. Generally

- 4A. Investigation Outcomes – The following items are provided to the Council as part of the investigation:
- A. On 30 May 2023 – Faults and isolations were observed on the fire indicator panel (FIP). As a result, a Notice of Intention to give a Proposed Fire Safety Order – Order No.1 was issued.
 - B. On 20 June 2023 – A re-inspection of the FIP at the premises revealed different faults from the initial inspection. Authorised Fire Officers issued a new Notice of Intention to give a Proposed Fire Safety Order.
 - C. On 14 July 2023 – A Fire Safety Order – Order No.1 was issued with amendments to the Notice of Intention to give a Proposed Fire Safety Order on 20 June 2023.
 - D. On 1 August 2023 – The Fire Safety Order – Order No.1 was complied with as the FIP was clear of faults and isolations.
- 4B. Items for Further Investigation – The Council may require an investigation to review the following:
- A. Given the varying faults observed on the FIP on different days and written concerns regarding exits and smoke detection, there are reasonable grounds to assume that there is a pattern of maintenance issues that require attention.
 - B. The Council may require a review to ensure the owners maintain the essential fire safety systems and meet the Council's obligations to regulate the development consent approval.
 - C. The Council ensures that an accredited practitioner (fire safety) has assessed, inspected and verified the performance of each fire safety measure (including exits) that applies to the building. Furthermore, the owner submits an Annual Fire Safety Statement (AFSS) as part of their obligations under the EP&A Act.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that the Council:

- a. Review items 1 to 4 of this report and conduct an inspection.
- b. Address any other deficiencies identified on the premises.

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Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. FRNSW refers this matter to the Council as the appropriate regulatory authority and awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact [REDACTED] of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call [REDACTED] if there are any questions or concerns about the above matters. Please refer to file references BFS23/2818 (28451); BFS23/4554 (30151) regarding this matter.

Yours faithfully

[REDACTED]

[REDACTED]

Fire Safety Compliance Unit

Attachment: [Appendix 1 – Fire Safety Order-Order No.1 dated 14 July 2023 - 2 pages]

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Appendix 1 – Fire Safety Order-Order No.1 dated 14 July 2023



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Fire Safety Order ORDER No. 1

*Under the Environmental Planning and Assessment Act 1979 (EP&A Act)
Part 9 Implementation and Enforcement – Division 9.3 Development Control Orders
Fire Safety Orders in accordance with the table to Part 2 - Schedule 5.
Give an Order in accordance with Section 9.34(1)(b)*

I, [REDACTED]

being an authorised Fire Officer within the meaning of Schedule 5, Part 8, Section 16 of the *Environmental Planning and Assessment Act 1979*, and duly authorised for the purpose, I hereby order you

Owners of Strata Plan SP68567
(name of the person whom Order is served)

Owner
(position, i.e. owner, building manager)

with respect to the premise

'APX – HOTELS – APARTMENTS'
SP68567; 2-8 DIXON STREET SYDNEY ("the premises")
(name/address of premises to which Order is served)

to do or refrain from doing the following things:

Repair the faults to the Fire Indicator Panel ("FIP") identified during the inspection.

The reasons for the issue of this Fire Safety Order - Order No.1 are:

- a. At the time of the inspection on 11 July 2023:
 - i. The display on the FIP identified a fault as "Sensor Faults 1 of 1", stating "L2 S56 STAT: ANALOG FLT."
- b. Faults to the FIP are likely to delay the timely evacuation of the building in an emergency.

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- c. Faults to the automatic smoke detection and alarm system will likely delay an automated warning on detecting smoke for sleeping occupants. The faults may hinder the occupants' evacuation to a safe place.
- d. The faults diminish the automatic identification and notification that the FIP provides. As a result, the evacuation routes from the premises may likely be compromised by poor visibility and high levels of toxicity that may endanger human life.
- e. To do or refrain from doing such things specified in the Order to ensure or promote adequate fire safety or awareness.

The terms of this Fire Safety Order - Order No.1 are to be complied with:

By no later than 13:00 hrs on Friday, 28 July 2023.

Appeals

Pursuant to Section 8.18 of the Environmental Planning & Assessment Act 1979 (EP&A Act), there is no right of appeal to the Court against this Fire Safety Order - Order No.1 other than an order that prevents a person from using or entering premises.

Non-Compliance with Fire Safety Order – Order No.1

Failure to comply with this Fire Safety Order - Order No.1 may result in further Orders and/or fines being issued.

Substantial penalties may also be imposed under Section 9.37 of the EP&A Act for failure to comply with a Fire Safety Order - Order No.1.



Fire Safety Compliance Unit

This Fire Safety Order - Order No. 1 was mailed on 14 July 2023.