

Attachment A

**Councillor Feedback and Recommended
Changes to City Plan 2036: Draft City of
Sydney Local Strategic Planning Statement,
Housing for All: Draft City of Sydney Local
Housing Strategy and Associated
Documents**

Councillor feedback and recommended changes to:

- City Plan 2036: Draft City of Sydney Local Strategic Planning Statement
- Housing for All: Draft City of Sydney Local Housing Strategy
- Draft City of Sydney Local Housing Strategy - Technical Paper, and
- City Plan 2036: Draft City of Sydney Local Strategic Planning Statement Overview

Councillor feedback shown in **block grey** in Column 3 and staff recommended additions shown in ***bold italics*** and deletions ~~struckthrough~~ in Column 4.

Item No.	Page No.	Item raised	Staff response	Recommendation
PLANNING PRIORITIES				
1	54	<p>Priority I3 - Supporting community wellbeing with infrastructure</p> <p>To plan, collaborate and partner with others to deliver local infrastructure, such as open space and community and cultural facilities, and state infrastructure, such as walkability, cycling, health, education and emergency services for the wellbeing of our changing community.</p>	<p>Priority I3 focusses on social infrastructure, with Priority I1 focussing on transport and movement infrastructure, including walking and cycling.</p> <p>To provide greater clarity on the issues covered in Priority I3, it is recommended the Priority be reworded to read:</p> <p>"Priority I3 - Supporting community wellbeing with <i>social</i> infrastructure"</p>	Amend as described in Column 4
2	54	<p>Priority L6 – New homes dwellings for a diverse community</p> <p>To implement Housing for All, the City's draft Housing Strategy, and contribute to housing Sydney's growing population with a range of housing types and tenures to support a diverse community including working with others for more affordable and social housing.</p>	<p>The word 'home' has been used to indicate a people focus. It is a term that the community can relate to.</p> <p>No amendment is recommended to the LSPS, Local Housing Strategy or supporting documents.</p>	Do not amend
3	55	<p>Priority P7 – Growing a stronger, more competitive Central Sydney</p> <p>To implement the draft Central Sydney Planning Strategy and prioritise space for business and enterprise activities while managing housing growth, providing infrastructure and guiding appropriate built form to create a world class Local Government Area city centre.</p>	<p>The three productivity priorities together work towards ensuring the LGA remains world class. This priority focuses on Central Sydney as the economic engine room of the metropolitan area. The other priorities plan for the important contributions of the City Fringe and Enterprise Area.</p> <p>No amendment is recommended to the LSPS, Local Housing Strategy or supporting documents.</p>	Do not amend
4	55	<p>Priority P8 – Developing innovative and diverse business clusters in City Fringe</p> <p>To grow knowledge-intensive business clusters with health, education,</p>	<p>The narrative around the City Fringe areas in the LSPS identifies Pyrmont as a key area for professional services and specialised digital technology industries (as part of the</p>	Do not amend

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		<p>innovation, technology and creative industries in the Harbour CBD and prioritise those strategic land uses and improve connections between business and institutions.</p> <p>This is missing the role of areas around the City Centre, e.g. Pyrmont and Surry Hills.</p>	<p>Innovation Corridor). Surry Hills is similarly acknowledged as playing a key role in supporting creative industries as part of the Eastern Creative Precinct. The local productivity role of centres and high streets is addressed in priority L2.</p>	
5	55	<p>Priority S11 – Creating better buildings and places to reduce emissions and waste and use water efficiently</p> <p>To develop buildings and places that will be net zero energy by 2050 or 2030?, use water more efficiently and help reduce waste.</p>	<p>The 2050 date aligns with the Paris Agreement, the NSW Government net zero emissions objective and the City of Sydney's target.</p> <p>No amendment is recommended to the LSPS, Local Housing Strategy or supporting documents.</p>	Do not amend
INFRASTRUCTURE				
<p>Priority I1 Movement for walkable neighbourhoods and a connected city</p>				
6	76	<p>Action I1.1 Continue to encourage walking and cycling in the city by implementing the City's walking, cycling and Liveable Green Network and walking strategies, including working with...</p>	<p>The current wording of the Action refers to walking strategies, therefore there is no need to state this again in the Action.</p> <p>An amendment to the action is recommended to address the issue raised in item 7 below.</p> <p>No amendment is recommended to the LSPS, Local Housing Strategy or supporting documents.</p>	Do not amend
7	76	<p>Action I1.2 Work with the NSW Government to plan for the transition of streets to 'people first' places so streets are quieter, cleaner and greener, particularly:</p> <ul style="list-style-type: none"> ○ In Central Sydney by increasing footpath widths throughout the LGA and infrastructure corridor barriers where possible ○ On streets with lower vehicle demand as a result of NSW Government transport investments and by applying the NSW Government Movement and Place framework ○ On local streets throughout the LGA, identifying opportunities for reducing through traffic, to make streets more suitable for walking, cycling and play ○ On multi-modal corridors with the priority to investigate Oxford Street, William Street, King Street/City Road, Botany Road and Parramatta Road/Broadway and their respective side streets. 	<p>To expand on the intent of the action, it is recommended the Action be reworded to read:</p> <p>"Work with the NSW Government to plan for the transition of streets to 'people first' places so streets are quieter, cleaner and greener with increased footpath capacity throughout the city, particularly:</p> <ul style="list-style-type: none"> ○ In Central Sydney by increasing footpath widths ○ On streets with lower vehicle demand as a result of NSW Government transport investments and by applying the NSW Government Movement and Place framework ○ On local streets, identifying opportunities ... ○ On multi modal corridors... ○ f) On high streets and activity streets to support night and day economic, social, cultural and recreational activity and safety." 	Amend as described in Column 4

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			<p>To address infrastructure and other barriers to access it is recommended to update I1.1 to read:</p> <p>Continue to encourage walking and cycling in the city by implementing the City's walking, cycling and Liveable Green Network strategies, including working with:</p> <p>a) Land owners, universities, institutions, neighbouring local governments and the NSW Government government to deliver new, improved and safe connections, such as new streets, in particular across rail corridors, infrastructure sites and other barriers</p>	
8	76	Action I1.3 Continue to support the global gateways (Sydney Airport, Sydney Harbour and Port Botany), economic growth within the Eastern Economic Corridor and general servicing of the city, by working with the NSW Government to accommodate essential service, freight and delivery vehicles, yet limit their impacts on other city users by investigating innovative opportunities such as the use of open-access loading docks, shared servicing facilities and dedicated small delivery consolidation points for 'last mile' parcel delivery by other means such as foot, cargo cycle courier or electric vehicle.	<p>To include reference to Sydney Harbour, it is recommended the Action be reworded to read:</p> <p>"Continue to support the global gateways (Sydney Airport, Sydney Harbour and Port Botany), economic growth within the Eastern Economic Corridor and"</p>	Amend as described in Column 4
9	76	Action I1.4 Advocate for the delivery of new metro stations on the proposed Sydney Metro West line, by 2028, at Green Square (Zetland) and Pyrmont, to serve existing and forecast populations. Green Square (Zetland), Central and Pyrmont (and in the future Randwick) will serve the Innovation Corridor, link the Western and Eastern Economic Corridors and connect high-growth employment sectors and their workers. Far too few stations, not ambitious enough.	<p>The Action reflects the City's advocacy to date which has prioritised high need stations at Green Square (Zetland) and Pyrmont in stage 1 of the project.</p> <p>To avoid confusion, it is recommended the relevant text and associated Figures be amended to refer to these stations as 'recommended' stations as opposed to 'proposed' stations.</p> <p>If stations at Green Square (Zetland) and Pyrmont are not committed to as part of Sydney Metro West Stage 1, post exhibition amendments may be considered that advocate for additional stations in subsequent stages.</p>	Amend as described in Column 4

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10	77	<p>Action I1.5 Where a Sydney Metro West station is committed in Pyrmont, work with NSW Government agencies and others to develop a land use framework that:</p> <ul style="list-style-type: none"> ○ Promotes employment growth, affordable enterprise space, high technology industry, retail, community and cultural uses ○ Facilitates improved environments for people walking and cycling ○ Interchange - light rail? ○ Facilitates precinct-scale energy, water and waste solutions. Does this belong here? 	<p>To improve the clarity, it is recommended the Action be reworded to read:</p> <p>“Where a Sydney Metro West station is committed in Pyrmont, work with NSW Government agencies and others to develop a land use framework that:</p> <ul style="list-style-type: none"> ○ Promotes employment growth, visitor accommodation, affordable enterprise space, high technology industry, retail, community and cultural uses ○ Facilitates improved environments for people walking and cycling ○ Facilitates precinct-scale energy, water and waste solutions ○ Maximises public and active transport interchange 	Amend as described in Column 4
11	77	Action I1.7 Continue to advocate for a light rail from The Bays Precinct (Glebe Island) to Central Sydney to support the Innovation Corridor; and advocate for a mass transit solution from Green Square to Central Sydney to support local trips. Plus advocate for Parramatta Road Light Rail.	<p>To improve ensure the Action includes reference to Parramatta Road and possible future transport solutions, it is recommended the Action be reworded to read:</p> <p>“Continue to advocate for a light rail from The Bays Precinct (Glebe Island) to Central Sydney to support the Innovation Corridor; and advocate for a mass transit solution from Green Square to Central Sydney and along Parramatta Road to support local trips.”</p>	Amend as described in Column 4
12	77	Action I1.8 Work with the NSW and Australian Governments to promote the economic and employment growth benefits and test the feasibility of increasing transport connections across the city and district, including an east-west transport connection between Kensington, Green Square, Camperdown and The Bays, and the potential for City Deal planning, investment and delivery partnerships. Too limited.	<p>This Action focuses on long-term change to break down the physical barriers that inhibit efficient east-west movement of people generally from The Bays to Kensington, and beyond. The action is focused on local movement through pedestrian, cycle and public transport improvements.</p> <p>It is recommend an additional Action be included to more specifically address the physical barriers and connections required, in and outside of the corridor:</p> <p><i>“Action I1.#: Work with landowners, institutions and government to increase public walking, cycling and transport”</i></p>	Amend as described in Column 4

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			<i>connections across the city and district, including infrastructure, busy roads, railway lands, institutional lands and golf courses and the like.”</i>	
13	77	Action I1.9 Continue to implement, review and update the car parking policies and controls to support the transition to a <u>low-zero</u> -carbon and energy-efficient transport system by 2030, continue promoting more efficient modes of transport including walking, cycling and public transport and manage congestion, including: <ul style="list-style-type: none"> o Review all parking policies and rates. o Sydney on-street, neighbourhood and car sharing policies o Planning controls for car parking and servicing, including accessibility mapping, parking rates and market mechanisms to manage parking supply o Low to zero parking approaches on and in the immediate vicinity of new transport infrastructure o Adaptive basement design to allow for repurposing as demand for parking decreases This includes working with the NSW Government to review and update the Central Sydney Parking Space Levy. 	The review of parking policies and rates is stated within the opening sentence and second dot point of the action. It is therefore not considered necessary to re-state this. To include reference to net-zero, it is recommended the Action be reworded to read: “Continue to implement, review and update the car parking policies and controls to support the transition to a net-zero carbon and energy-efficient transport system by 2030, ...”	Amend as described in Column 4
Priority I2 – Align development and growth with supporting infrastructure				
14	83	Action I2.2 Advocate for and assess infrastructure needs in consultation with NSW Government agencies, neighbouring councils and other infrastructure providers.	This action is specifically addressing the need to understand the existing provision of infrastructure to inform the need for new or expanded infrastructure. The process of advocating for infrastructure is addressed in several other actions including I2.1, I2.4 and I2.5. To clarify, it is recommended the Action I2.2 be reordered with I2.1.	Amend as described in Column 4
15	83	Action I2.5 When planning for land use change or growth, collaborate with utility providers to ensure appropriate energy, water, telecommunication and digital infrastructure are planned for, committed to and delivered in line with growth. Public space gains.	Public space gains could be achieved through utilities infrastructure design, although this is more related to Priority I3. Therefore it is recommended a new paragraph be included in Priority I3, under the NSW Government Infrastructure heading, before the last paragraph to read:	Amend as described in Column 4

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			<p><i>“Collaborating with utility providers could also have other benefits for the community, through the delivery of open space gains by advocating for more efficient and sustainable utilities infrastructure, such as undergrounding of services, and stormwater naturalisation projects.</i></p> <p>Action I3.3(c) will be reworded to read:</p> <p><i>“Improve collaboration and coordination of infrastructure planning, funding and delivery by the NSW Government and utility providers, to ensure existing and planned infrastructure supports development and changing demands in a timely and cost-efficient way, and where possible, results in community benefits such as public space gains or upgrades”.</i></p>	
Priority I3 – Supporting community wellbeing with infrastructure				
16	96	<p>Action I3.1 Improve the accessibility, capacity and function of existing community infrastructure by:</p> <ul style="list-style-type: none"> ○ Investigating existing infrastructure capacity and community demand for infrastructure ○ Applying the strategic framework, actions and works program in the Open Space, Sport and Recreation Needs Study 2016, to open space planning ○ Creating a network of open space, streets and recreation facilities by improving walking and cycling connections through the city, including the delivery of the liveable green network ○ Co-locating facilities to provide a range and distribution of recreational, sporting and cultural opportunities ○ Enabling the rezoning of land in the Southern Enterprise Area (business and industrial zones) for public open space and new street and walkway connections. 	<p>To ensure the Action reflects the importance of streets in the public domain, it is recommended the Action be reworded to read:</p> <p><i>“Action I3.1 Improve the accessibility, capacity and function of existing community infrastructure by:</i></p> <ul style="list-style-type: none"> ○ ○ Creating a network of open space, and recreation facilities by <i>creating and improving streets, and other</i> walking and cycling connections through the city, including the delivery of the liveable green network ○ ... <p>No change is recommended to the action related to rezoning the Southern Enterprise Area. The Action specifically addresses the Greater Sydney Commission's direction about retaining urban services lands and is needed to realise opportunities for new parks. New streets and connections is addressed by the amendment above.</p>	Amend as described in Column 4
17	96	Action I3.3 Partner with other councils, NSW Government and other stakeholders to:	The Priority I3 section of the LSPS provides a case study of the Alexandria Park Community School	Do not amend

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		<ul style="list-style-type: none"> ○ Accommodate demand for active recreation and sporting facilities across the District and deliver Sydney Green Grid linkages (district councils) ○ Share open space and recreation facilities, and community and cultural facilities (schools, universities and NSW Government). Add model demonstration projects plus what other initiatives? ○ Improve collaboration and coordination of infrastructure planning, funding and delivery by the NSW Government and utility providers, to ensure existing and planned infrastructure supports development and changing demands in a timely and cost-efficient way 	<p>as an example of the sharing of community facilities, which is a relatively new concept.</p> <p>The work on Sustainable Sydney 2050 includes calling for ideas to incorporate demonstration projects into the plan, which are not directly related to land use planning. It is more appropriate to include such demonstration projects in that future plan following consideration of public ideas through consultation.</p>	
LIVEABILITY				
18		Social Justice	<p>A City for All: Social Sustainability Policy and Action Plan is the City's principal plan that sets out a vision and agenda to sustain a socially just and resilient Sydney over the next decade.</p> <p>The LSPS focuses on improving social justice through land use planning by:</p> <ul style="list-style-type: none"> • increasing the provision of affordable and social housing to meet the City's targets in Sustainable Sydney 2030 • planning to review the City's Homelessness Action Plan • increasing the amount of dwellings that are universally designed and accessible • increasing dwelling diversity and choice • housing for Aboriginal and Torres Strait Islander communities • promoting innovative housing approaches to improve affordability • supporting renters • advocating for good housing outcomes of NSW Government controlled sites • planning for community infrastructure • improving walkability and transport connections 	Do not amend

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			<ul style="list-style-type: none"> • prioritising jobs growth for economic opportunity • planning for services in local centres and high streets <p>The Local Housing Strategy provides detail on these issues.</p> <p>No change is recommended to the LSPS, Local Housing Strategy and associate documents.</p>	
19		Demonstration models / projects	<p>The LSPS contains examples of innovative housing models and housing developments that have good design principles or include affordable housing.</p> <p>The LSPS also explains leading examples in the city such as place making strategies, community and cultural infrastructure, cultural uses, local centres, design excellence and sustainability approaches.</p> <p>No change is recommended to the LSPS, Local Housing Strategy and associate documents.</p> <p>Also refer to Item 17.</p>	Do not amend
Priority L1 – A creative and socially connected city				
20	105	Action L1.2 Enhance the amount and quality of shared? spaces available to support social connectedness and sustain quality of life in an increasingly dense urban environment including through provision of public spaces and dedicated shared or communal indoor and outdoor spaces in new developments.	<p>This action relates to spaces available to residents or occupants of development and is additional to dedicated public space. To improve clarity, it is recommended the Action be reworded to read:</p> <p>“Enhance the amount and quality of shared spaces available to support social connectedness and sustain quality of life in an increasingly dense urban environment including through provision of dedicated public spaces and shared or communal indoor and outdoor spaces in new developments”</p>	Amend as shown in Column 4
21	105	Action L1.4 Investigate planning approaches to support a creative and cultural precinct around Oxford Street and Taylor Square in collaboration with institutions, businesses and other stakeholders in the precinct. What about many others e.g. Tramsheds and Newtown?	<p>Action identifies a unique opportunity to work with the National Arts School, other institutions and the private sector in the precinct to develop a cultural hub.</p> <p>We are also introducing a new action for Kings Cross as place that focuses</p>	Do not amend

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			on creatives and performance. Refer to Item 43	
Priority L2 – Creating great places				
22	119-120	Health	<p>Priority L2 discusses health and well-being through high-quality urban design, planning and place making. The Local Centres section in L2 notes local centres provide a mixture of services including primary and allied health services like GPs, chemists and physiotherapists. The LSPS has a breakout box which discusses broader considerations of health for planning.</p> <p>Actions relating to health include:</p> <ul style="list-style-type: none"> • L2.1 Plan for local communities to be able to access daily needs and essential services, including fresh food and health and personal services, within walking distance by providing an appropriate mix of uses, including local retail, services, infrastructure and recreation, in local and neighbourhood centres and mixed-use zones supported by adequate floor space on the ground floor (and adjacent floors where appropriate). • L2.8 Create healthy environments, protect people from urban hazards and create places with high levels of amenity by: <ul style="list-style-type: none"> a) avoiding urban hazards and mitigating their effect where they exist b) better managing noise through planning controls to protect people's health and support activity including transitioning noise criteria to improved levels as environmental noise reduces c) work with others to develop strategies to reduce environmental noise. <p>Additional information will be added relating to air quality in Sustainability section.</p>	Do not amend
23	119-120	Density focused near good amenity. No residential fronting main roads. Noise barrier planning principles.	Priority L2 Creating great places focuses on health and amenity in the urban environment and identifies that the City will develop better noise	Amend as described in Column 4

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			<p>management and amenity controls to balance desirable activity and noise impacts. Action L2.8 describes avoiding urban hazards, such as noise, and mitigating their impacts.</p> <p>Information will be introduced in the narrative (page 120) regarding air quality, people and sensitive land uses affected by air pollution reading:</p> <p><i>Air quality</i> <i>Poor indoor and outdoor air quality is bad for people's health. It is caused by a range of pollutants including those from combustion, vehicle exhaust, off gassing from indoor materials and industrial processes. Some pollutants are known to have health effects when they reach a threshold concentration, for others there is no established safe level (such as ultra-fine particulates).</i></p> <p><i>Exposure to poor air quality can affect anyone. The more intense and extended the exposure the greater the effect. However, exposure is particularly problematic for people with existing health conditions related to lung function and breathing (including asthmatics). Babies and children are also at higher risk. These groups are more likely to occupy places like child care centres, schools, medical facilities and the like.</i></p> <p><i>Currently, detailed data about air quality across the city is not available. The State Government only maintains a small number of permanent monitoring stations across the metropolitan area. This means there is not a good understanding of local conditions where pollutants may be concentrated. Concentrations are created by local land form, micro-climate or urban canyons around busy roads formed by tall buildings.</i></p> <p><i>The City will work with the State Government to gather more air quality data about local conditions</i></p>	

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			<p><i>and make it publicly accessible. We will review the adequacy of current air quality standards and if required assist others to improve them. Then we will work with other levels of government to develop mechanisms to reduce sources of air pollution and/or determine appropriate land use and design responses where pollution cannot be controlled at the source.”</i></p> <p>Actions relating to amenity and noise include:</p> <ul style="list-style-type: none"> • L2.7 Improve the quality of the built environment by: <ul style="list-style-type: none"> (b) collaborating with the NSW Government to improve amenity standards for all housing types • L2.8 Create healthy environment, protect people from urban hazards and create places with high levels of amenity by: <ul style="list-style-type: none"> (b) better managing noise through planning controls to protect people's health and support activity including transitioning noise criteria to improved levels as environmental noise reduces. (c) work with others to develop strategies to reduce environmental noise <p>An additional action related to air pollution is recommended to be added to S3. Refer to item 56.</p> <p>The Local Housing Strategy has a priority which states “Facilitating more homes in the right locations”. This priority identifies that over half of the residential development opportunities are within a walkable distance of an existing or emerging centre with reliable public transport options. It explains that as more homes are built and the urban environment gets denser, it is critical we invest in quality public domain and infrastructure to support existing and future residents.</p>	
24	106-127	Public City	This matter is addressed under Priority L2 Creating great places through prioritising liveable and walkable neighbourhoods, supporting centres and activity streets,	Amend as described in Column 4

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			<p>respecting established character of areas, enhancing quality and access of public space, encouraging good design and improving health and amenity.</p> <p>Quality public space is an important function of the planning system. The following principle is recommended to be added to the 'Principles for growth': <i>Proposals must optimise the provision and improvement of public space and public connections.</i></p>	
25	127	Action L2.1 Plan for local communities to be able to access daily needs and essential services, including fresh food and health and personal services, within walking distance by providing an appropriate mix of uses, including local retail, services, infrastructure and recreation, in local and neighbourhood centres and mixed-use zones supported by adequate floor space on the ground floor (and adjacent floors where appropriate). Needs to be more than just zoning.	<p>The action will be delivered through a range of planning mechanisms as appropriate to a precinct such as DCP controls, design controls, height and floor space incentives, character statements and site specific LEP provisions.</p> <p>Outside the planning system, the City also has economic development and business support programs.</p>	Do not amend
26	127	Action L2.3 Work with others to create and maintain a continuous publicly accessible harbour foreshore edge that is wide enough to support a range of recreational activities, except in areas required for productive working harbour functions. 30m average width.	This may not be achievable in all situations. It may also require a combination of public and private collaborative approaches that can be investigated on an as needs basis.	Do not amend
27	127	Action L2.4 Plan and deliver walkable local streets or shared zones with wider footpaths, gardens, street trees, pedestrian priority at crossings and less than 30km/hr managed speed.	<p>To improve clarity, it is recommended the Action be reworded to read:</p> <p>L2.4 Plan and deliver walkable local streets or shared zones with wider footpaths, gardens, street trees, pedestrian priority at crossings and safe traffic managed-speeds.</p>	Amend as described in Column 4
28	127	Action L2.8 Create healthy environments, protect people from urban hazards and create places with high levels of amenity by: <ul style="list-style-type: none"> o Improving air quality o avoiding urban hazards and mitigating their effect where they exist o ... 	<p>Refer to item no 23 for additional discussion to be inserted into this section.</p> <p>A new paragraph and action will be added to the Sustainability Section (Urban Hazards) of the LSPS about air quality. Refer to Item No 58.</p>	Do not amend
29	127	Action L2.9 Conserve / adapt places of heritage significance by:	The City has several programs for recognition outside of the planning system. In 2016, the Eora Journey	Amend as described in Column 4

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		<ul style="list-style-type: none"> ○ identifying Indigenous and non-Indigenous places of local heritage significance in the LEP. Need wider recognition strategies. ○ ... ○ ... ○ ensuring development of heritage items, contributory buildings in conservation areas, and new development in conservation areas conserves the heritage values of the place and is sympathetic? to the built form, scale and fabric ○ reviewing / extending the heritage floor space scheme to deliver conservation of Central Sydney's heritage buildings and places 	<p>Economic Development Plan was adopted. These actions will help to ensure their political, economic, social and cultural rights are embedded in subsequent economic, social, environmental and cultural change. There are many sites across our local government area with historical and cultural significance for Aboriginal and Torres Strait Islander communities. The City has documented many of these in Barani/Barrabagu (Yesterday/Tomorrow) as its first expression of the Eora Journey project.</p> <p>To reiterate the importance of recognising our indigenous heritage, an additional Action is recommended as:</p> <p><i>"Action 2.10 - Work with the Aboriginal and Torres Strait Islander Panel to identify strategies for recognition through land use planning processes, including designing with country."</i></p> <p>The City is reviewing the HFS scheme to ensure it remains an incentive for conservation, including by reviewing the awards, allocations and projected supply and demand. The review may consider if any extension of the scheme is required. No change is recommended to the LSPS and associated documents.</p>	
Priority L3 – New homes for a diverse community				
30		Housing affordability and diversity	<p>Priority L3 in the LSPS identifies one of the biggest challenges to maintaining and enhancing socio-economic diversity is the increasing unaffordability of housing. Most people are finding the housing they need too expensive and therefore pushing more people out of the area. The LSPS includes the following actions:</p> <ul style="list-style-type: none"> • supporting innovative approaches to housing delivery to promote housing diversity and affordability. • Advocating to the Australian and NSW Governments for action to reduce upward pressure on 	Do not amend

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			<p>housing prices and rents and improve housing affordability.</p> <p>A number of actions also address housing diversity including providing a mix of one, two and three or more bedroom dwellings, providing more dwellings that are universally designed, providing dwellings for Aboriginal and Torres Strait Islander communities.</p>	
31		Low housing targets for the East overall	<p>The housing targets identified in the District Plans have been informed by various sources including the Department's dwelling projections and housing supply forecasts.</p> <p>The Eastern City District plan has identified an additional 157,500 dwellings are required to meet demand over a twenty-year period between 2016 and 2036 and this has been identified as the 20-year target as referenced in the Eastern City District Plan. Overall, the Eastern City District contributes to just over a fifth (22 per cent) of Greater Sydney's overall target of 725,000 additional dwellings between 2016-2036. This makes Eastern City District the third largest contributor to the overall target for Greater Sydney. Central City district will make the largest contribution to the overall target for Greater Sydney representing around 29 per cent of the overall share (or 207,500 additional dwellings) followed by Western City district at 25 per cent (or 184,500 additional dwellings).</p>	Do not amend
32	134	Action L3.1 Continue to facilitate housing development utilising capacity available under current planning controls and targeted areas.	Housing can be delivered under existing floor space capacity which is spread across the council area. However the majority of the capacity is located within the Green Square Urban Renewal Area and CBD South. No changes are recommended.	Do not amend
33	135	Action L3.5 Increase the diversity and number of affordable rental homes for lower income households by: 30-40% affordable in new developments. o implementing the Planning Proposal: Affordable Housing Review to	<p><i>“...30-40% affordable in new developments”</i></p> <p>Council's adopted position is based on the City's Affordable Housing Review Planning Proposal, where the City obtained independent economic advice to test identified housing sub-</p>	Do not amend

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		<p>increase the amount of affordable rental housing</p> <ul style="list-style-type: none"> ○ working with other councils in the District to jointly advocate for more affordable rental housing ○ advocating to the NSW Government: <ul style="list-style-type: none"> ▪ for changes to State Environmental Planning Policy (Affordable Rental Housing) 2009 ensuring boarding housing with floor space bonuses result in genuine affordable housing outcomes. Affordable Housing SEPP needs to be rewritten. ▪ to deliver a minimum 25 per cent of floor space as affordable rental housing in perpetuity on all NSW Government controlled sites, including on social housing sites ▪ to amend the Region and District Plans and State Environmental Planning Policy (Affordable Rental Housing) 2009 to ensure affordable rental housing is provided in perpetuity and supports key workers and others at need in the local community ▪ to use the affordable housing funds from the Redfern-Waterloo Affordable Housing Contributions Plan and the redevelopment of Central Park to provide an increased proportion of affordable rental housing, in addition to the District Plan's affordable housing targets, on the Waterloo Estate. 	<p>markets in the city. The overarching objective of the economic testing was to appreciate the full impacts of implementing the additional affordable housing requirements, how the impacts vary over different parts of the city and how they may be mitigated.</p> <p>The economic testing considered the viability of requiring affordable housing on land that has increased development potential through a planning proposal process (i.e. where there is land value uplift associated with changes to planning controls). The economic testing established that development viability would not be affected where between 12-24 per cent of new floor area was provided as affordable housing. This approach is broadly consistent with the requirements in the District Plan in terms of not affecting development viability.</p> <p>A change to the LSPS and Local Housing Strategy to increase the affordable housing target to 30% – 40% of new development is not recommended, given it conflict with the District Plan which the City is required to align with.</p> <p><i>"Affordable Housing SEPP needs to be rewritten"</i></p> <p>The issues that currently relate to the Affordable Housing SEPP include that developments result in genuine affordable housing outcomes for key workers and that it is provided in perpetuity. An action already exists in the Local Housing Strategy where the City will continue to advocate to the NSW Government for these changes to be applied to the Affordable Housing SEPP. No additions to the LSPS and Local Housing Strategy are recommended.</p>	
34	135	<p>L3.6 Increase the amount of social and supported housing by:</p> <ul style="list-style-type: none"> ○ advocating to the NSW Government to: <ul style="list-style-type: none"> ▪ increase the number and quality of social housing dwellings in the city 	<p><i>Response to "...plus public land in public hands or Community Land Trusts."</i></p> <p>To promote investigation of how public land might remain in public ownership, the LSPS Action L3.6 and</p>	Amend as described in Column 4

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		<ul style="list-style-type: none"> ▪ significantly increase the proportion of social housing on NSW Government sites that are being renewed ▪ ensure social housing that is sold within the local area is replaced in the local area ▪ ensure social housing is well maintained and tenants are supported ○ working with the NSW Government to adapt the Communities Plus model to include retention, adaption and improvement of existing social housing stock plus public land in public hands or Community Land Trusts. ○ advocating to the Australian Government to allocate funding for the renewal of social housing sites and an increase of social housing dwellings ○ reviewing the City's Homelessness Action Plan to reduce homelessness and its impacts in the city plus provide dwellings for all people who are homeless. 	<p>the Local Housing Strategy Action 5.4 will be amended to read:</p> <ul style="list-style-type: none"> ○ “ ... working with the NSW Government to adapt the Communities Plus model to include retention, adaption and improvement of existing social housing stock to retain public land in public ownership for social housing and include retention, adaption and improvement of existing social housing stock.” <p>Amendments will also be made to <i>Priority H6 Improving NSW Government controlled site outcomes</i> in the Local Housing Strategy by including a new Action as follows:</p> <p><i>“Action # - Work with the NSW Government to investigate models to ensure the retention of public land in public ownership.”</i></p> <p><i>Response to “...plus provide dwellings for all people who are homeless.”:</i></p> <p>The LSPS and Local Housing Strategy state that homelessness policy is driven by the federal, state and territory governments, which are jointly responsible for funding and delivering housing, health, homelessness services and other social services around the city. The NSW Government is also primarily responsible for delivering social housing, either directly as public housing, or through funding, administering and regulating the community housing sector. This includes housing for people who are homeless.</p> <p>The LSPS and Local Housing Strategy contain advocacy and collaboration actions to the Australian and NSW Government to commit to greater investment in this important social infrastructure. No additional change to the LSPS or Local Housing Strategy is recommended.</p>	

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PRODUCTIVITY				
35		<p>Productivity of main streets/activity street/village high streets:</p> <ul style="list-style-type: none"> - protect heritage values - encourage intensification and activation - support retail and hospitality - complementary night and day economies - services and business in upper levels supports retail on street levels 	<p>The issues raised are covered within the Centres section of the LSPS (p. 112), however, it is recommended the paragraph below be inserted between paragraph 7 and 8 in Centres section to clarify the productivity contribution of the activity streets and centres.</p> <p><i>“These high streets and centres play a vital role in the diversity and attractiveness of the City and its economy. Successful centres and high streets have complementary activities that support local needs and broader productivity. For example, food and drink and retail services activate the street during the day and night, while services and businesses on other levels contribute to the economic performance of the centre and attract people.”</i></p> <p>A case study will be added about the Broadway Planning Proposal. Refer to item 41.</p>	Amend as described in Column 4
36		Extension of City Centre	Priority P1 is based on the Central Sydney Planning Strategy which looks to expand Central Sydney in the south as shown in the diagram on page 142. Priority P2 seeks to grow and agglomerate businesses in the City Fringe, which recognises the different character and economic offering to Central Sydney.	Do not amend
Priority P1 – Growing a stronger, more competitive Central Sydney				
37	147	<p>Night time economy (1 new paragraph to night time economy breakout)</p> <ul style="list-style-type: none"> - Making more of the night time economy - Talent attraction/vibrant/competitive economy - Complements daytime business uses <p>Technology hubs and talent (eg Central Station vision) – night time offering</p>	<p>The break out box included on page 147 includes commentary about the City's night time economy including: “A more inclusive, vibrant and diverse night-time offering is important to the long-term economic competitiveness of the city, including its ability to attract talent and investment.” To expand on this commentary, the following changes are recommended:</p> <p>Insert new paragraph 5 and 6 reading: <i>“The later opening of shops, cafes, medical facilities, libraries and theatres will complement both the day and night economy.”</i></p>	Amend as described in Column 4

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			<p><i>The integration of a range of day and evening activities into local areas and strategic locations will attract and serve businesses and employees.”</i></p>	
38	144	Action P1.1 Prioritise and increase capacity for economic and employment growth in Central Sydney to contribute towards achieving the jobs target for the Harbour CBD and adjoining areas.	The District Plan sets jobs targets for the Harbour CBD, which includes Central Sydney and adjoining areas as shown on page 29 of the LSPS. The LSPS sets a jobs target for the entire council area. Priority P2 addresses jobs growth in the Harbour CBD outside Central Sydney.	Do not amend
39	144	Action P1.6 The City and NSW Government to assess and determine planning proposal requests for additional floor space, height or both in Central Sydney against the draft Central Sydney Planning Strategy. Requests must: <ul style="list-style-type: none"> o ... o assist in the delivery of net-zero carbon, zero waste and water-efficient outcomes – too qualified? o ... o accommodate appropriate tower, forms, siting setbacks that address: <ul style="list-style-type: none"> ▪ outlook ▪ heritage and special character areas ▪ wind and daylight conditions in the adjacent public domain o 	The following changes are recommended: <p>“Action P1.6 The City and NSW Government to assess and determine planning proposal requests for additional floor space, height or both in Central Sydney against the draft Central Sydney Planning Strategy. Requests must: <ul style="list-style-type: none"> o ... o assist in the delivery of contribute to net-zero carbon, zero waste and water-efficient outcomes o ... o accommodate appropriate tower forms, siting and setbacks that address: <ul style="list-style-type: none"> ▪ ...” </p>	Amend as described in Column 4
40	145	Action P1.8 Continue collaboration with North Sydney Council to support cluster and commercial market interdependencies between Central Sydney and North Sydney CBD. Plus other areas including; rail corridor, ATP, Bays Precinct, Showground etc.	This is a specific action to collaborate with North Sydney Council on the Metropolitan Centre (Sydney CBD and North Sydney CBD) as defined by the District Plan (refer to action P1.8 on pg. 145). Collaboration with other centres is discussed in the Governance section on page 196.	Do not amend
Priority P2 – Developing innovative and diverse business clusters in City Fringe				
41		City Fringe and Innovation Corridor Recommend case study on Broadway Planning Proposal somewhere near page 150, suggest approach council be considered for other activity streets within City Fringe.	A new paragraph is recommended to be included under Priority L2: <i>“The City’s planning proposal for 225-279 Broadway, Glebe establishes innovative and unique site-specific planning controls to create strategic land use outcomes and can be a model for activity streets and other places in the City Fringe.</i>	Amend as described in Column 4

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			<p><i>The new controls provide additional floor space for uses that align with the education, creative and knowledge-intensive focus of City Fringe within an urban form that responds to the context.</i></p>	
42	154-155	Creative Precinct Expand on Oxford Street precinct to mention City's facilities such as Eternity Playhouse and East Sydney Community and Arts Centre.	<p>It is recommended the final sentence of paragraph 2 be amended to read:</p> <p><i>The City will continue to protect and encourage creative and cultural uses around Taylor Square and Oxford Street to support existing and emerging clusters within the Eastern Creative Precinct. This will and capitalise on the City's cultural spaces, such as the Eternity Playhouse and East Sydney Community and Arts Centre, and the recently announced long-term lease for the National Art School and other existing institutions, businesses and cultural activities.</i></p>	Amend as described in Column 4
43	103	Performance Precinct Revitalisation of Kings Cross with a sophisticated nightlife offering focused on performance and recognising existing theatres.	<p>It is recommended the following changes be made to the LSPS in priority L1:</p> <p><i>Recent changes in Kings Cross and the surrounding area have created the opportunity to reimagine and revitalise the area's night time offering as a performing arts precinct building upon existing theatres, such as the Griffin and Hays companies, and other venues and the area's unique history of performance, the arts and nightlife.</i></p> <p><i>Recent planning control changes have incentivised performance uses in late night precincts and protected non-residential floor space along Darlinghurst Road.</i></p> <p><i>The City will work with others to realise opportunities for performance and investigate planning approaches to protect existing performance space, encourage the development of new spaces and ensure a supportive planning framework.</i></p>	Amend as described in Column 4

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			<p>It is also recommended a new Action be inserted for Priority L1, reading:</p> <p><i>"Action L1.# - The City will support and investigate the revitalisation of the Kings Cross night time economy as an emerging performing arts precinct."</i></p>	
44	159	Action P2.1 Deliver diverse, suitable and well-designed spaces and places to support City Fringe's (need to define) contribution to the city's and the District's economic diversity, affordability and resilience with a focus on knowledge intensive sectors.	Planning priority 2 describes and maps City Fringe (pp. 147-148).	Do not amend
45	159	Action P2.3 Investigate opportunities to unlock capacity for enterprise floor space in parts of the Harris Street and Crown and Baptist Streets village areas, including Pyrmont and lower Surry Hills, to support productivity, cluster growth and contribute towards achieving the jobs target for the Harbour CBD. Plus Phillip Street, Flinders Street, Botany Road, Parramatta Road, Henderson Road, Elizabeth Street	The Botany Road Corridor is identified in action P2.5. Flinders Street is within the Eastern Creative Precinct addressed by action P2.6. Parramatta Road and Henderson Road both form part of the Camperdown-Ultimo Health and Education Precinct and the Innovation corridor discussion and action P2.5.	Do not amend
Priority P3 – Protecting industrial and urban services in the Southern Enterprise Area and evolving businesses in the Green Square-Mascot Strategic Centre				
46	164	<p>Action P3.1 Enable economic and specialised sector growth which supports Central Sydney, the Eastern Economic Corridor and the international trade gateways, and contributes towards the jobs targets for the Green Square-Mascot Strategic Centre by:</p> <ul style="list-style-type: none"> ○ ... ○ undertaking precinct-based planning to investigate appropriate land use and built form controls to facilitate desirable non-residential uses within B7 zoned land in North Alexandria, including reviewing the permissibility of 'shop-top housing' – needs reform. ○ ... 	<p>The City's review of the Employment Lands Strategy (Southern Enterprise Area) in accordance with Action P3.1 will consider whether "shop-top housing" is appropriate to achieving the objectives of the strategic centre and Enterprise Area.</p> <p>For clarity the Action has been separated into two separate dot points reading:</p> <p>Actions P3.1 Enable economic and specialised sector growth which supports Central Sydney, the Eastern Economic Corridor and the international trade gateways, and contributes towards the jobs targets for the Green Square-Mascot Strategic Centre by:</p> <p>a) retaining and managing the Southern Enterprise Area for industrial and urban services uses while enabling new business opportunities which</p>	Amend as described in Column 4

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			<p>reinforce the economic role of the Strategic Centre</p> <p>b) undertaking the five year review of the City's Employment Lands Strategy</p> <p>c) identifying and supporting opportunities to support growth of cultural activities and enterprise uses in appropriate locations</p> <p>d) undertaking precinct-based planning to investigate appropriate land use and built form controls to facilitate desirable non-residential uses within B7 zoned land in North Alexandria</p> <p>e) <i>undertake a review of the</i> including reviewing the permissibility of 'shop-top housing' <i>in the B7 zoned land on the Botany Road corridor</i></p> <p>f) continuing collaboration with Bayside Council in giving effect to the District Plan's actions for the Green Square-Mascot Strategic Centre.</p>	
SUSTAINABILITY				
Priority S1 – Protecting and enhancing the natural environmental for a resilient city				
47	172	<p>Recognition of the blue/green grid</p> <ul style="list-style-type: none"> - Recreation and health benefits of waterways - Need for a vision for water and waterways from government as catchments cross council boundaries - Cooks River Catchment and Alexandra Canal 	<p>A holistic vision for water and waterways, across all council functions, will be developed through Sustainable Sydney 2050. The LSPS reflects approaches in the planning framework consistent with the City's adopted Environmental Action Plan.</p> <p>The value of the waterways in relation to recreation and the health of the waterways is discussed under priority S1. The Waterways and Foreshores section is recommended to be updated as follows:</p> <p><i>"The City contains multiple waterways and foreshores, including Sydney Harbour, which provide significant cultural and recreational opportunities. The health of and access to waterways and foreshores is to be protected and enhanced."</i></p> <p><i>"The local area is bound to the north by the Sydney Harbour foreshore, which defines the character of this harbour city."</i></p> <p>While the harbour foreshore is iconic,</p>	Amend as described in Column 4

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			<p>its ecological function has been reduced, as the majority of the foreshore environment has been highly modified and replaced with sea walls.”</p> <p>The LSPS contains information on the Alexandra Canal through the discussion on the Cooks River Catchment. However, to articulate this more clearly as well as respond to active travel along the canal, the 5th paragraph onwards in the Waterways and Foreshore section of the LSPS is be amended to read as follows:</p> <p>“The City, in conjunction with Sydney Water, has initiated the Johnsons Creek naturalisation project, including the construction of a new freshwater wetland. This project will improve water quality, enhance biodiversity with increased habitat, reduce urban heat by removing concrete; and improve recreation and amenity.</p> <p><i>The City is planning for improved access and connectivity to Alexandra Canal with a walking and cycling connection to be delivered through the DCP. However, the canal’s naturalisation is constrained by existing development, land ownership and state heritage status.</i></p> <p>The City is helping to prepare two Coastal Management Plans, one for Sydney Harbour and the other for the Cooks River Catchment, <i>which includes Alexandra Canal</i>. They set the long-term strategy for the coordinated management of the <i>waterway</i>, with a focus on achieving the requirements of the Coastal Management Act 2016. <i>These plans will include management actions for the current use of the waterway and catchment as well as identify sustainable development opportunities for the catchment area. The Sydney Harbour Coastal Management Plan</i> may help to resolve fragmented land management and legislative</p>	

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			<p>constraints that impact the City's ability to integrate the foreshore into the city and manage it consistently. Additionally, the Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions could be used to manage land use impacts on waterway health from adjoining land.</p> <p>New development provides opportunities to implement Water Sensitive Urban Design (WSUD) infrastructure. WSUD helps to reduce the impact of urban development and improve the health of waterways by reducing stormwater runoff and removing sediment and pollutants before they reach the city's waterways and foreshore. Systems such as raingardens, swales and wetlands have multiple benefits in addition to reducing land and water pollution, including passively irrigating green spaces, improving amenity and reducing the urban heat island effect. This will help achieve the City's targets of a 50 per cent reduction in the annual solid pollution load and a 15 per cent reduction in annual nutrient load discharged to waterways by stormwater by 2030 as identified in Environmental Action 2016– 2021: Strategy and Action Plan. The DCP also contains requirements relating to flooding and water management, including controls relating to stormwater pollution reduction. A consistent catchment approach delivered through WSUD requirements would further improve the health of waterways and ensure consistent approaches by councils.</p> <p>Through Naturalisation projects and the implementation of landscaping and canopy cover around waterways and foreshores, provides opportunities to reinstate riparian corridors, vegetated foreshores and habitat linkages. This will enhance flora and fauna, while reducing erosion and sediments entering the waterways and help reduce urban heat."</p>	

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			<p>It is recommended to update the infrastructure actions (page 96) to incorporate the recreational benefits of waterways into open space planning as follows:</p> <p><i>I3.2 f) Integrate the recreational opportunities and benefits of waterways and the ‘blue grid’ into open space and recreational planning.</i></p>	
48	175	Action S1.1 Improve the health of waterways by: <ul style="list-style-type: none"> ○ managing stormwater runoff from new developments to reduce land and water pollution ○ implementing the Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions in collaboration with local and state government ○ collaborating with Sydney Water to naturalise canals across the city ○ enhance stormwater systems to manage increase rainfall and drought ○ reviewing and implementing enhance and implement water sensitive urban design controls and planning practices. 	<p>Priority S3 looks to increase the resilience of people and infrastructure against natural and urban hazards and is based on the City's adopted 'Adapting for Climate Change: A long term strategy for the City of Sydney'</p> <p>Action S3.1 requires climate change to be addressed in planning through the assessment of risks and implementation of mitigation and adaptation measures. It also identifies the need to update floodplain management planning controls to manage risk and achieve good urban design outcomes.</p>	Do not amend
49	175	Action S1.3 Protect and increase tree canopy cover and vegetation across public and private land by: <ul style="list-style-type: none"> ○ maintaining existing canopy cover and vegetation and implementing additional canopy cover and vegetation in new development ○ reviewing Monitor and enforce targets and controls for tree canopy cover on private land with the aim to increase tree canopy ○ identifying opportunities for trees vegetation in road reserves ○ advocating for the protection of and increased canopy cover and vegetation in NSW Government projects ○ collaborating with the NSW and Australian Governments and others to minimise the impacts of infrastructure on canopy cover and vegetation. ○ Underground overhead wires that interfere with tree canopy. 	<p>Effective and appropriate planning controls need to be developed for tree canopy on private land. Work is being undertaken to review canopy cover targets which will be reflective of the type of development. It is recommended the action is amended to read:</p> <p>"Reviewing, <i>implementing and monitoring</i> targets and controls for tree canopy cover on private land with the aim to increase tree canopy"</p> <p>It is recommended that 'vegetation' is not replaced with trees, as other vegetation which forms part of water sensitive urban design, can be implemented, not just canopy cover. It is instead recommended the Action be reworded to read:</p>	Amend as described in Column 4

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			<p>“identifying opportunities for vegetation, including canopy cover, in road reserves.”</p> <p>It is considered that action S1.3(e) addresses issues around minimising the impacts of infrastructure, including overhead wires, on canopy cover. However, to further integrate the point regarding undergrounding of wires, the following amended action is proposed:</p> <p>“collaborating with NSW and Australian Government, utility providers and others, to minimise the impacts of infrastructure on canopy cover and vegetation and exploring opportunities to increase canopy cover by consolidating or undergrounding existing and new infrastructure.”</p> <p>This action reflects the position identified in the City’s greening policies, including the Greening Sydney Plan and Urban Forest Strategy.</p>	
Priority S2 – Creating better buildings and places to reduce emissions and waste and use water efficiently				
50	177	Climate change and sustainability – climate emergency	A break out box is included in priority S2 (p.177) in the LSPS that discusses the City declared climate emergency.	Do not amend
51	184	Action S2.1 Reduce greenhouse gas emissions by: <ul style="list-style-type: none"> o improving the energy efficiency of buildings and transport (e.g. 100% increase in green power by 2025 and 100% green energy by 2030?) o implementing the performance standard pathways framework to achieve net zero energy buildings in the controls o Mandatory passive design controls for all types including shallow floor plates, natural light and ventilation and external shading o advocating for increasing the minimum BASIX energy requirements. 	<p>Reducing emissions in transport is also addressed in action I1.9.</p> <p>It is recommended the Action be amended to read:</p> <p>“improving the energy efficiency and increasing the use of renewables in buildings and transport.”</p> <p>While passive design for multi-unit housing is given guidance through SEPP 65, it is agreed that passive design controls or guidance could be developed for other developments. It is recommended that the following action be included:</p> <p>“Action #. - investigating passive design controls for all types of development, including measures</p>	Amend as described in Column 4

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			<i>such as shallow floor plates, external shading and natural light and ventilation.”</i>	
52	184	Action S2.3 Reduce the consumption of potable water by: <ul style="list-style-type: none"> ○ Encourage dual pipes ○ ... ○ investigating the inclusion of controls for dual plumbing in areas with a recycled water supply. ○ ... 	Dual pipes have been included under action S2.3(c) which requires the investigation of the inclusion of dual plumbing. No change is recommended.	Do not amend
53	184	Action S2.5 Reduce the amount of waste going to landfill by: <ul style="list-style-type: none"> ○ designing and constructing buildings to facilitate and maximise the re-use and recycling of resources ○ reviewing waste management controls for multi-unit residential buildings after the completion of the organic food waste collection pilot. ○ Pilots and education in strata buildings 	Action S2.5(b) requires the review of controls after the completion of the organic food collection pilot in multi-unit residential buildings. Pilots and education programs are included in the City's Leave Nothing to Waste Strategy (2017) under priority 2-Improve recycling outcomes. The planning framework may be able to implement the outcomes or findings of such programs as they arise. It is recommended the action is updated to read: <i>“Consider the implementation of appropriate planning controls arising from sustainability pilot and education programs including reviewing waste management controls for multi-unit residential buildings after the completion of the organic food waste collection pilot.”</i>	Amend as described in Column 4
54	185	Action S2.8 Collaborate with the NSW Government and other stakeholders to deliver precinct scale energy, water and waste solutions <u>and demonstration projects.</u>	Amend the Action to read: “Collaborate with the NSW Government and other stakeholders to deliver precinct scale energy, water and waste solutions <i>and demonstration projects.</i> ”	Amend as described in Column 4
Priority S3 – Increasing resilience of people and infrastructure against natural and urban hazards				
55	186	Resilience	Resilience to natural and urban hazards is addressed under priority S3 in the sustainability section of the LSPS. The LSPS also addresses resilience through infrastructure planning, housing diversity, liveability of places, planning for culture and economic diversity.	Do not amend

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			No change is recommended to the LSPS, Local Housing Strategy and associated documents.	
56	191	<p>Action S3.1 Resilience to natural, environmental and urban hazards is increased by: can this be stronger?</p> <ul style="list-style-type: none"> o addressing climate change in planning through the assessment of risks and implementation of mitigation and adaptation measures o managing risks and vulnerabilities associated with new developments, including impacted surrounding buildings, places and infrastructure o investigating controls to reduce the impact from heatwaves and the urban heat island effect o updating floodplain management planning controls to manage risk and achieve good urban design outcomes o developing an approach to address long-term sea level rise and flooding, including seeking NSW Government leadership to implement a consistent approach across affected areas o improving noise controls to better manage noise, including from cumulative impact, to protect amenity and health while supporting activity g) advocating to the NSW Government for consistent local government approaches to natural and urban hazards. o Air quality monitoring. 	<p>Environmental hazards are covered by natural and urban hazards, however to make sure this is clearly articulated, it is recommended the Action be amended to read:</p> <p>“Resilience to natural and urban (<i>including environmental</i>) hazards is increased by:”</p> <p>Resilience is considered an appropriate approach to the relevant natural and urban hazards as there is often limited control of the hazards and the planning framework's role is to avoid, manage or adapt.</p> <p>Air pollution is discussed under Urban Hazards in priority S3 of the LSPS. However, the paragraph is to be amended to read:</p> <p>“The health of the community is impacted by air pollution, which in the city is caused by vehicles, industrial uses and smoke from bushfires. Hospitalisations due to air pollution are expected to increase by at least 200 per cent by 2051, from a 1996–2005 baseline. <i>To help reduce air pollution, the city is investigating opportunities for more efficient buildings, more sustainable transport and additional vegetation, which capture pollutants such as fine particles. Given air pollution is generated across and affects the wider Sydney area, a regional approach should be taken address the issue. This includes the NSW Government monitoring air pollution at street level.</i>”</p> <p>The following action is to be included:</p> <p>“Advocating to the NSW Government to take a regional approach to address air pollution including preparing a regional strategy and monitoring air pollution.”</p>	Amend as described in Column 4

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GOVERNANCE AND IMPLEMENTATION				
Priority G1 – Open, accountable and collaborative planning				
57	200	Action G2.2 Collaborate with others on a range of planning matters including (but not limited to): <ul style="list-style-type: none"> ○ Ultimo-Camperdown health and education precinct ○ Green Square-Mascot Strategic Centre ○ Harbour CBD ○ King Street, Newtown, Moore Park Road and Oxford Street, Paddington ○ William Street and New South Head Road ○ Bays Precinct ○ Parramatta Road ○ Cooks River Catchment, including Alexandra Canal ○ Eastern Economic Corridor ○ Housing, sustainability and infrastructure in the District ○ State Significant Precincts and other NSW Government projects 	Collaboration for the purposes of transport and movement connections is addressed in infrastructure priority I1. The City does not share a boundary with other councils on Moore Park Road and William Street. Parramatta Road is incorporated within the Ultimo-Camperdown health and education precinct. The Bays Precinct is addressed through the State Significant Precincts. The Cooks River Catchment and Alexandra Canal is discussed in Action S1.1.	Do not amend
Other				
58	6, 13 and 52	Minor errors, inconsistencies and clarifications have been identified by staff in the Local Housing Strategy. The recommended changes are not as a result of Councillor comment.	It is recommended the following changes are made to the Local Housing Strategy: <ul style="list-style-type: none"> • On page 6 amend the 2nd paragraph to read: “In October 2018, the NSW Department of Planning, Industry and Environment released its Local Housing Strategy Guideline. • On page 13 add “+” symbols in Column 3, 4 and 5 of the table • On the final page delete the Sydney 2030 tagline and city of villages tagline 	Amend as described in Column 4
59	2, 4, 6, 23, 25, 29, 114, 134 and 194	Minor errors, inconsistencies and clarifications have been identified by staff in the Local Housing Strategy technical document. The recommended changes are not as a result of Councillor comment.	It is recommended the following changes are made to the Local Housing Strategy technical document: <ul style="list-style-type: none"> • On page 2, 4, 6, 23, 25, 29, 114, insert The acronym “NSW” prior to references to the Department of Planning, Industry and Environment • On page 134 add “+” symbols in Column 3, 4 and 5 of the table • On the final page delete the Sydney 2030 tagline and city of villages tagline 	Amend as described in Column 4

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60	56, 57, 95	<p>Minor errors, inconsistencies and clarifications have been identified by staff in the LSPS and LSPS Overview.</p> <p>The recommended changes are not as a result of Councillor comment.</p>	<p>It is recommended the following changes are made to the LSPS.</p> <p>To reflect the forecast contribution to baseline jobs targets:</p> <ul style="list-style-type: none"> • Page 56: Central Sydney could accommodate about may contribute at least 101,800 additional jobs by 2036. • Page 56: The Innovation Corridor forms part of the City Fringe area, which could accommodate up to may contribute at least 53,800 additional jobs by 2036. • Page 57: Most of the Eastern Creative Precinct falls within the City Fringe area, which may accommodate up to may contribute at least 53,800 additional jobs by 2036. • Page 57: The Southern Enterprise Area forms part of the Green Square-Mascot strategic centre, which could accommodate up to may contribute at least 11,400 additional jobs in the city by 2036. <p>Amend corresponding sections of the LSPS as described above.</p> <p>To address local transit in Green Square:</p> <ul style="list-style-type: none"> • Page 95, add to end of 2nd paragraph: The City has secured a mass transit corridor through Green Square and will continue to work with the NSW Government to deliver a local transit connection to Central Sydney. 	Amend as described in Column 4
61	10	<p>Minor errors, inconsistencies and clarifications have been identified by staff in the Capacity Study.</p> <p>The recommended changes are not as a result of Councillor comment.</p>	<p>It is recommended the repeated information under the heading “Distribution of capacity” on Page 10 of the Capacity Study be deleted.</p>	