Introduction

Concentrating activities in centres makes it easier for people to go about their daily activities and helps to create lively, functional places in which to live, work, socialise and invest. Centres are the building blocks of the city and provide a focus for activity and public transport. Sydney has many centres of different sizes. This Strategic Direction identifies objectives and actions for the ongoing growth and renewal of Sydney’s network of Strategic and Local centres.

Concentrating a greater range of activities near one another in centres well served by public transport makes it easier for people to go about their daily activities and helps to create lively, functional places in which to live, work, socialise and invest. The benefits of concentrating activities in centres include:

• improved access to retail, office, health, education, leisure and entertainment facilities, and community and personal services
• increased opportunities for a greater diversity of dwellings and more diverse communities
• encouraging collaboration, healthy competition and innovation among businesses through clustering
• making better use of infrastructure, and making public transport improvements more viable
• promoting sustainable and accessible transport and healthier communities by increasing walking, cycling and public transport options for more people by making more activities available in one location

• slowing the growth of greenhouse gas emissions by reducing the number of car journeys needed to access services
• reducing pressure for development to occur in less accessible locations, and
• creating vibrant places which operate as a focus for community activity and events, and which help to build social inclusion

Appendix 4 includes more detail regarding the characteristics of each centre type. Strengthening the City of Cities contains information regarding Global Sydney and the Regional Cities. Appendix 5 identifies Major Centres and Specialised Centres, and includes future directions to inform their planning.

Sydney’s local centres consist of approximately 1,000 smaller centres currently identified in draft Subregional Strategies. They will continue to play an important role in accommodating much of Sydney’s growth and activity. As the Subregional Strategies are finalised, the status of Local Centres will be reviewed, as many will have changed and grown over the last five years. Small Villages are currently included as an additional centre type in draft Subregional Strategies, but will no longer be separately identified.

Figure B1: Distribution of existing centres across Sydney

Legend—

- Potential Specialised Centre
- Planned Major Centre
- Potential Major Centre

Refer to Table B1 Centre Types
**CENTRE TYPES**

<table>
<thead>
<tr>
<th>LOCAL CENTRES</th>
<th>STRATEGIC CENTRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Centres</td>
<td>The NSW Government has a strategic interest in the strength of these centres and leads their planning in conjunction with local government.</td>
</tr>
<tr>
<td>Villages</td>
<td>Planning of these centres is led by local government in conjunction with the NSW Government.</td>
</tr>
<tr>
<td>Neighbourhood Centres</td>
<td>Perform vital economic and employment roles across the metropolitan area. Include major airports, ports, hospitals, universities and clusters of research and business activities.</td>
</tr>
</tbody>
</table>

**CENTRE TYPE**

<table>
<thead>
<tr>
<th>CENTRE TYPE</th>
<th>BRIEF DESCRIPTION</th>
<th>APPROX WALKING CATCHMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRATEGIC CENTRES</td>
<td>Global Sydney</td>
<td>Central Sydney &amp; North Sydney&lt;br&gt;Primary focus for national and international business.&lt;br&gt;A cultural, recreation and entertainment destination for the Sydney region</td>
</tr>
<tr>
<td></td>
<td>Regional Cities</td>
<td>Parramatta, Liverpool &amp; Penrith&lt;br&gt;Operate as the ‘capitals’ of their regions, and contain a full range of services and activities</td>
</tr>
<tr>
<td></td>
<td>Major Centres</td>
<td>The main shopping and business centres for their subregions</td>
</tr>
<tr>
<td></td>
<td>Specialised Centres</td>
<td>Perform vital economic and employment roles across the metropolitan area. Include major airports, ports, hospitals, universities and clusters of research and business activities</td>
</tr>
</tbody>
</table>

**LOCAL CENTRES**

<table>
<thead>
<tr>
<th>LOCAL CENTRES</th>
<th>STRATEGIC CENTRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Centres</td>
<td>A large group of shops and services</td>
</tr>
<tr>
<td>Villages</td>
<td>A group of shops and services for daily shopping</td>
</tr>
<tr>
<td>Neighbourhood Centres</td>
<td>A small group of shops and services. The smallest recognised centre type in this hierarchy</td>
</tr>
</tbody>
</table>

**WHAT IS A CENTRE?**

A centre is a place where varying concentrations and combinations of retail, commercial, civic, cultural and residential uses are focused around transport facilities.

Well planned and developed centres are safe and vibrant places where people enjoy spending time. The size and role of centres varies widely across the Sydney metropolitan area, contributing to a more interesting city.

The key differences between centre types are the amount and type of employment and retail services. Centres are likely to grow and change from one type to another. The centre types hierarchy in Appendix 4 provides a common language and understanding about centres and their roles. The hierarchy does not restrict the character of centres from changing and is not embedded in the statutory planning system.
CENTRES POLICY

The Metropolitan Plan reaffirms the multi-centred geography of Sydney identified and promoted in the 2005 Metropolitan Strategy. A centres approach has been and continues to be a defining characteristic of Sydney’s urban planning. Since the County of Cumberland Plan in 1948, metropolitan planning has identified Major Centres and focused commercial and retail activities in these centres, typically on transport routes. The key elements of our centres approach continue to be:

- concentrating activity in accessible centres
- managing out-of-centre development to maximise the economic and social advantages of clustered activity
- making provision for the growth and urban renewal of existing centres
- planning for new centres to emerge in appropriate locations
- focusing State interest and involvement in the success of Global Sydney, the Regional Cities, Major and Specialised Centres
- influencing the distribution and scale of land uses to improve transport choice and boost active transport and public transport use
- locating 80 per cent of new housing within walking catchments of centres
- providing a diversity of settings for a wider range and density of housing, and
- concentrating commercial activity and job destinations in centres to achieve agglomeration, productivity benefits and improve workforce access

URBAN RENEWAL OF CENTRES

The urban renewal of existing centres will help extend the benefits of strong, vibrant centres to more neighbourhoods throughout the metropolitan area. Renewal can provide for a mixture of land uses and activities, boost local economies, create better public spaces, provide safe and attractive places for people to gather and help provide well-located housing.

The Department of Planning, Transport NSW and local councils will work together to identify centres for urban renewal through subregional and local planning. Renewal will occur throughout Sydney and will be focused within the walking catchments of centres of all sizes, well served by public transport (Objective E3 contains further direction).

What is the walking catchment of a centre?

The walking catchment of a centre is the area from which people can be expected to walk to the centre’s shops, services and public transport. It is generally measured as a radius from a central point in the centre—often a public transport hub such as a train station or bus stop. The approximate walking catchment radius for each centre type should be refined for each centre through local planning which recognises local conditions.

FIGURE B2

WALKING CATCHMENT OF A CENTRE
CORRIDORS

The 2005 Metropolitan Strategy identified corridors as the areas around transport routes connecting centres and activities. Economic corridors were identified as places that would play a key role in the metropolitan and national economy; renewal corridors were identified as the focus for diverse and liveable communities; and enterprise corridors were identified as locations for important local employment and services.

The Global Economic Corridor (also known as the Global Arc) extending from Macquarie Park to North Sydney and continuing through Sydney City to Port Botany and Sydney Airport is recognised as playing a critical role in the metropolitan economy (and is addressed in Growing Sydney’s Economy).

Renewal corridors were identified in the 2005 Metropolitan Strategy as suitable for a broad range of land uses. This continues to be the case but with a stronger focus on centres within or along such corridors. Corridors where current or future rail capacity provides for urban renewal in accessible centres, are promoted under this Plan.

Enterprise Corridors continue to play an important role on some busy roads where flexible land use controls are needed to support activities that benefit from high levels of exposure. They may also help to buffer more sensitive uses such as residential development. These corridors may typically permit a range of land use controls, although use of a B6 Enterprise Corridor Zone should be limited to areas of very high traffic volumes and where it is appropriate to allow a flexibility of land uses to enable productive use of the road corridor.

The B6 Zone will not be appropriate for all busy roads and development for retail premises in this zone may be able to occur where it plays the role described above. The amount of retailing to be permitted in the B6 Zone should be set locally.
OBJECTIVE B1
TO FOCUS ACTIVITY IN ACCESSIBLE CENTRES

COMMERCIAL AND RETAIL DEVELOPMENT IN CENTRES

Sydney has successfully created a network of large and vibrant centres throughout its metropolitan area, in part through limiting out-of-centre commercial development (which includes retail premises, business premises and office premises). The Metropolitan Plan continues to support the location of commercial development in the central part of existing or planned centres. By providing adequate capacity for commercial development within centres, more sustainable growth can be achieved, avoiding pressure for such development in inappropriate out-of-centre locations.

The pressure for retailing to occur in industrial areas continues to exist. Ideally, retailing in areas with an industrial zoning should continue to be limited to retailing that is ancillary to an industrial use, and the retailing of products such as building supplies—where the retailing generates impacts akin to industrial uses.

Retailing which requires large floor areas, such as bulky goods premises, cannot always be readily accommodated in existing centres. Subregional planning and local planning will need to identify locations for subregional clusters for this kind of retail development which support the economic development of centres in those subregions. The B5 Business Development Zone is generally an appropriate zone in which to cluster this kind of development.
HOUSING IN CENTRES

The Metropolitan Plan aims to accommodate 80 per cent of Sydney’s new housing within the walking catchments of existing and planned centres. The Metropolitan Development Program 2008–09 report indicates that over the past 10 years, only 61 per cent of new dwellings have been located in centres. A concerted effort will be required to increase this proportion.

Focusing new housing in and around centres helps to make efficient use of existing infrastructure, increases the diversity of housing supply, allows more trips to be made by public transport and helps strengthen the customer base for local businesses. Combined with other factors such as high quality civic spaces, a diverse range of retail premises and businesses will help to make centres attractive places to live. Locating a greater proportion of dwellings closer to employment and services can also help make the city more liveable and socially inclusive.

### TABLE B2 DISTRIBUTION OF DWELLINGS BY CENTRE TYPE

<table>
<thead>
<tr>
<th>LOCATION BY CENTRE TYPE</th>
<th>LAST 6–10 YEARS</th>
<th>LAST 5 YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DWELLINGS</td>
<td>%</td>
</tr>
<tr>
<td>STRATEGIC CENTRES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Global City</td>
<td>20,639</td>
<td>20.6</td>
</tr>
<tr>
<td>Regional Cities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specialised Centres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Centres</td>
<td>10,021</td>
<td>10.0</td>
</tr>
<tr>
<td>LOCAL CENTRES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Towns</td>
<td>30,991</td>
<td>30.9</td>
</tr>
<tr>
<td>Villages</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighbourhood Centres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OUTSIDE CENTRES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suburban Areas (not near centres)</td>
<td>38,762</td>
<td>38.6</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100,412</td>
<td>100%</td>
</tr>
</tbody>
</table>

SOURCE DOP 2010b
SOCIAL INFRASTRUCTURE IN CENTRES

There is a broad range of facilities which play an important role in the functioning of communities. These are best located in centres because they attract large numbers of people and provide a focus for other activities. It is also important they be highly accessible by public transport. Community facilities and public administration buildings, and their associated public domain spaces, often act as important places for people to gather. Planning for the renewal of centres may identify opportunities for civic buildings to be relocated from out–of–centre locations to within centres better served by public transport. Planning for the renewal of large sites may present opportunities for community facilities to be incorporated into new mixed-use developments.

FREIGHT AND DELIVERIES IN CENTRES

As the number of people living and working in centres grows, the need for freight and delivery movements into centres, particularly morning deliveries of fresh food, will also grow. Delivery movements into densely populated centres have the potential to create noise problems for surrounding dwellings, particularly in the early morning, and compete for road space with other traffic, particularly during the morning peak hours.

In planning for centres, councils must strike a balance between the needs of local residents and broader regional considerations. Residential areas must be shielded from noisy areas such as loading docks. Opportunities should also be identified for more flexible delivery hours. In some centres, this could mean allowing deliveries before the morning peak if noise impacts upon dwellings can be mitigated. Deliveries outside peak periods can be faster and more efficient, reducing congestion and greenhouse gas emissions as well as lowering freight costs.
ACTION B1.1
Plan for centres to grow and change over time

During the preparation of Subregional Strategies and LEPs, the Department of Planning, Transport NSW and councils will identify centres that will grow and change over time to provide additional housing, employment and services. The main criteria for determining these centres will be the current and proposed level of public transport capacity and access. Other criteria will include the economic feasibility of development, land ownership patterns and the availability of large, well-located sites for redevelopment and the proximity of social infrastructure.

Development will occur within the walking catchments of centres. In the case of commercial development (including retail premises), this should occur in the central part of the centre, in or adjacent to an existing commercial area. LEPs will be used to provide capacity for the desired growth.

ACTION B1.2
Establish appropriate mechanisms in Subregional Strategies to provide sufficient capacity for commercial development in centres, taking into account identified demand

The Department of Planning will lead strategic work with local councils at a subregional level to undertake supply and demand assessments for commercial development (including retail premises, business premises and office premises) and to identify appropriate locations for commercial development.

This work will be used in the preparation of LEPs to provide sufficient capacity for commercial development in existing centres, and/or in identified new centres or clusters. By providing adequate capacity for this development in or adjacent to the existing commercial part of existing centres—or in identified emerging centres—more sustainable growth can be achieved, avoiding pressure for out-of-centre development.

ACTION B1.3
Aim to locate 80 per cent of all new housing within the walking catchments of existing and planned centres of all sizes with good public transport

The Metropolitan Plan aims to focus the bulk of new housing development in or near centres with good public transport or where expanded public transport services are planned. Transport corridors with capacity also provide the opportunity for centres to grow and new centres to emerge.

The Plan aims to locate 80 per cent of new housing within the walking catchments of centres to 2036. The focus will be on all types of centres (refer Appendix 4) including the numerous Local Centres with access to public transport and infrastructure that have experienced low levels of renewal over the past 10 years. Relevant LEP proposals will need to support this principle.

In the case of Strategic Centres, planning for new dwellings will need to complement the employment function of the centre and, where applicable, not compromise the commercial core. For example, the Specialised Centres of Port Botany and environs, and Sydney Airport and environs are not appropriate locations for new dwellings.

Structure planning for new and existing centres should include lot sizes that vary by proximity to public transport and services. To diversify housing, ‘bands’ of densities should be created to:
- confine larger lots to outside the walking catchments of centres
- provide smaller lots within the walking catchments of centres, such as lots of around 150m² in the most accessible locations, and
- allow higher forms of density such as shop top housing in main streets

Providing for a range of densities will be easier to achieve in greenfield release areas, but is also important when renewing existing urban areas. The Housing Diversity Guide prepared by Landcom identifies the key planning and design principles essential to delivering high quality housing diversity.

The annual Metropolitan Development Program reporting will be expanded to update Sydney’s centres database yearly. An annual update from councils will improve understanding of how centres are evolving and allow accurate monitoring of in-centre and out-of-centre development. This will provide a valuable database for Government agencies and the public.
Along with Global Sydney and the Regional Cities (detailed in *Strengthening the City of Cities*), Major Centres and Specialised Centres are of great State strategic importance. Their role is highlighted in the *NSW State Plan* in relation to ‘improving the public transport system’ and ‘growing cities and centres as functional and attractive places to live, work and visit’. Major Centres and Specialised Centres are set out in Appendix 5.

**MAJOR CENTRES**

Major Centres have typically developed along Sydney’s heavy rail lines and are key nodes in the structure of the city’s broader transport network. They are significant locations for shopping, business and services and play a key role as employment destinations. Their accessibility and amenity makes them appropriate for higher density housing. Major Centres are not expected to share identical growth paths; some may have a stronger focus as employment destinations while others may develop a broader mix of uses including more housing. Major Centres are characterised by an employment base of at least 8,000 jobs.

They consist of established Major Centres, Planned Major Centres and Potential Major Centres, describing different stages of growth. Planned Major Centres are emerging locations for shopping, jobs and services in identified residential growth areas, and currently include Rouse Hill, Green Square and Leppington.

Potential Major Centres are existing centres with assets able to support growth such as public transport access and open space connections. They have potential to become larger shopping, jobs and service hubs in areas that may support increased residential development. They currently include Sutherland, Mt Druitt, Fairfield and Prairiewood.

The *2005 Metropolitan Strategy* identified three Potential Major Centres—Fairfield, Cabramatta and Prairiewood—within the West Central Subregion. Fairfield and Cabramatta are geographically close, and over the past five years it has become clear Fairfield has greater potential to be a focus for employment and services. Cabramatta will therefore now be identified as a Town Centre and will continue to play a key role as a vibrant and diverse retail-focused centre.
POTENTIAL SPECIALISED CENTRES

Specialised Centres are areas containing major airports, ports, hospitals, universities, research and/or business activities that perform vital economic and employment roles across the metropolitan area. They are characterised by complex interaction with the rest of the city; growth and change in and around them must therefore be carefully planned.

Specialised Centres typically have a stronger employment or economic function than other centres, with a reduced focus for housing. In common with Major Centres, Specialised Centres have an employment base of at least 8,000 jobs. They consist of established Specialised Centres, Planned Specialised Centres and Potential Specialised Centres.

The 2005 Metropolitan Strategy identified Sydney Olympic Park–Rhodes as a single Specialised Centre due to their geographical proximity and potentially complementary role. However, each has developed as a distinct centre with an employment base of more than 8,000 jobs and they are now identified as two Specialised Centres.

Over time, both Sydney Olympic Park and Rhodes have the potential to take on the role of more traditional Major Centres with a mixture of housing, retail, office-based employment and services complemented by good public transport and access to open space and recreational facilities. Sydney Olympic Park will further develop under the Sydney Olympic Park Masterplan 2030 and continue to play an important role in hosting major events.

The Metropolitan Plan identifies Frenchs Forest and the Penrith Education and Health Precinct (addressed below) as Potential Specialised Centres.

The Frenchs Forest Potential Specialised Centre would be focused upon land near the intersection of Warringah Road and the Wakehurst Parkway. It would build upon opportunities presented by the existing employment area and a potential new hospital for the northern beaches. The centre would have the potential to become a focus for greater employment including health-related jobs. Subject to detailed strategic planning and urban design investigations, there would also be potential for some associated retail and residential uses. A new centre will increase employment opportunities, thereby containing local trips and potentially maximising the use of bus services along existing strategic bus corridors.

Other locations such as Marsden Park Industrial and Riverstone West Precincts in the North West Growth Centre may emerge as appropriate locations for potential Specialised Centres. The next review of the Metropolitan Plan will reconsider the appropriate status of these and other areas.

PENRITH EDUCATION & HEALTH PRECINCT

The establishment of the Penrith Education & Health precinct as a Potential Specialised Centre would build on employment and education opportunities around Penrith including Nepean Hospital at Kingswood and the University of Western Sydney and TAFE campuses at Kingswood and Werrington.

The NSW Government has supported the growth of the precinct in its response to the Western Sydney Jobs Summit in May 2010. The Government has supported the development and implementation of a strategy to attract related industry professionals and businesses, and identify essential infrastructure and regulatory requirements to facilitate development of the precinct. The Penrith Business Alliance has adopted a goal for the precinct: ‘To become one of Australia’s premier destinations for health, education, industry and medical research over the next 10 years’.

The NSW Government is participating in a Taskforce with the Alliance to develop a Strategic Vision for the Precinct.
ACTION B2.1
Promote identified future directions for Major and Specialised Centres through subregional and local planning, infrastructure planning and location of services

The NSW Government has a strategic interest in ensuring Major Centres and Specialised Centres remain a focus for economic and employment functions and other activities. Many centres have benefitted from public transport improvements and upgrades to other infrastructure such as roads and health services.

Appendix 5 identifies future directions which seek to strengthen each of the Major Centres and Specialised Centres, and which will inform the preparation of Subregional Strategies and LEPs. These centres will continue to be a focus for infrastructure planning and for the location of services provided by NSW Government agencies.

ACTION B2.2
Provide sufficient capacity for the clustering of businesses and knowledge-based activities in Major and Specialised Centres

The clustering of employment in Major Centres and Specialised Centres helps to encourage collaboration, competition and innovation. The strength of these centres is essential for the ongoing economic health of the city. For each of these centres, LEPs will provide capacity for the employment target contained in Growing Sydney’s Economy.

PLANNED MAJOR CENTRE LEPPINGTON

The South West Growth Centre Structure Plan identifies a new Major Centre in Leppington, centred on Leppington Station, which the NSW Government plans to open in 2016. Leppington Major Centre will be the largest centre in the South West Growth Centre. The South West Growth Centre is planned to accommodate around 300,000 new residents as it develops over the next 30 to 40 years. Leppington Major Centre is being planned now to ensure employment, shopping, essential services and entertainment are available to cater for the population’s growing needs. A unique opportunity exists at Leppington to create a major new mixed use centre in a greenfield location with public transport provided early to encourage sustainable development.

Planning for Leppington Major Centre is targeting a minimum of 80,000 m² of retail floor space and jobs for up to 13,000 people by 2036 (similar in size to the Rouse Hill Major Centre currently developing in Sydney’s North West). Employment opportunities will be created in a range of sectors including retailing, commercial office or business park developments, Government services and service industries. Over time, Leppington may grow beyond these targets, subject to demand for jobs, retail and other services as a result of growth in the South West Growth Centre and the broader South West Subregion. Planning controls for Leppington Major Centre will be flexible to cater for additional growth and changes in employment and retailing trends that may arise as the centre develops.

Leppington Major Centre will be a preferred location for major office or business park development with excellent road and rail access. Bus routes are being planned to ensure access from surrounding areas and the RTA is currently planning major upgrades to Bringelly Road and Camden Valley Way to improve access. The Department of Planning is working with other Government agencies to coordinate delivery of educational facilities and other human services within the centre. Government offices, facilities such as a TAFE campus, health services and a courthouse and justice precinct are being considered. The Department of Planning is also working with other agencies to coordinate timely water, sewer and electricity services to the centre.
Urban renewal involves the revitalisation of existing urban areas to provide for a greater range of housing, employment, services and social activities. Urban renewal will be focused within the walking catchments of centres serviced by public transport so that more people will be able to shop, work and socialise close to where they live, without having to use a car.

Good urban renewal involves building upon the existing strengths of a centre and provides for the retention of existing heritage buildings, high quality urban design and architecture, and well-designed civic spaces to provide a focus for community activity. A centre’s existing strengths may include cultural, sporting, recreation and parkland facilities. Urban renewal projects should utilise these assets to help create attractive and inclusive places.

Although urban renewal will occur throughout the walking catchments of centres, commercial development (including retail premises, business premises and office premises) is a key destination for travel and should be focused in the most accessible locations within centres to maximise the use of public transport. The public transport hubs are typically centrally located and accommodate the station precincts and bus stops.

The challenge of accommodating most of our growing population in existing urban areas is considerable. Well located and well designed urban renewal can:

- revitalise existing centres to create vibrant places where it is pleasant to live, work and socialise
- increase housing supply and the range of housing types and sizes
- enhance public domain and civic spaces
- create opportunities and better conditions for walking and cycling
- improve centre economies by clustering activity to enhance business viability
- reduce infrastructure costs needed to service urban growth that would otherwise occur on the fringe of the city, and improve viability of infrastructure improvements in centres
- create opportunities to better meet the housing needs of the whole community through the provision of diverse housing options, including social housing renewal, and
- improve environmental and sustainability outcomes through better water cycle management and energy efficiency, reduced waste and the generation of locally-produced and renewable energy

The walking catchments of all centres well served by public transport should be considered for urban renewal to make the most efficient use of accessible locations.

Achieving urban renewal in some parts of Sydney has proven to be difficult. In some locations where multi–dwelling housing, shop–top housing and residential flat buildings are permissible, there may be insufficient demand in the short term for this type of development to make it viable. In other locations where demand exists for such housing, development controls may discourage redevelopment. The Government will address barriers to urban renewal through actions under this objective and related actions set out in Delivering the Plan.
DIFFERENT APPROACHES TO URBAN RENEWAL

Urban renewal planning will occur in several ways. Councils, the Department of Planning and Transport NSW will identify existing centres for urban renewal during the preparation of Subregional Strategies and LEPs.

In many instances, councils will undertake the planning of centres identified for renewal in conjunction with the Department of Planning and Transport NSW. In other instances, the Department of Planning will lead planning for the renewal of larger or strategically important centres in partnership with councils, Transport NSW and other relevant government agencies. Urban renewal will also occur through the Sydney Metropolitan Development Authority, (see Delivering the Plan) which will work across government to lead renewal of particular locations.

POTENTIAL URBAN RENEWAL OPPORTUNITIES FOR CENTRES

There are many accessible centres in the Sydney metropolitan area where urban renewal opportunities exist. The Potential Urban Renewal Opportunities map (Figure B5) identifies rail corridors within which urban renewal opportunities for centres will be explored. These rail corridors have either existing and short-term capacity, or medium-term capacity. The delivery of the rail clearway projects together with rail initiatives in the Government’s $50.2 billion commitment to transport over the next 10 years will unlock further capacity to support renewal in centres on the rail network connecting the regional cities, particularly Parramatta.

Within the identified rail corridors, centres and their walking catchments will be the focus for urban renewal. The Department of Planning, Transport NSW and councils will use Subregional Strategies and LEPs to identify the centres in which renewal will take place.

The Metropolitan Plan for Sydney 2036 map identifies long-term corridors for investigation for transport and urban renewal. These corridors go beyond the life of the Metropolitan Transport Plan and have the potential to play a role in unlocking further renewal opportunities in existing urban areas. Transport for a Connected City contains further information regarding these corridors.
FIGURE B5 POTENTIAL URBAN RENEWAL OPPORTUNITIES SUPPORTED BY THE RAIL NETWORK

LEGEND

- Sydney Metropolitan Development Authority Initial Urban Renewal Centre
- Housing NSW Current Urban Renewal Project
- SPECIALISED CENTRE
- POTENTIAL SPECIALISED CENTRE

HEAVY RAIL CORRIDOR

HEAVY RAIL PROJECTS

LIGHT RAIL CORRIDOR

10 YEAR FUNDED

with existing and short term capacity to support urban renewal of centres

This map identifies capacity along rail corridors within which urban renewal opportunities for centres will be explored.
Better designed development and good planning is vital to ensuring new development and growth is welcomed by local communities. Good urban design helps ensure buildings and the public domain work together to create places that are welcoming, interesting and safe.

The Department of Planning will finalise the Centres Design Guidelines document to provide best practice design principles to guide the urban renewal of existing centres and the design of new centres. These principles will inform the preparation of LEPs and DCPs. The Department will also issue a document featuring well designed residential projects of various types and densities. This will assist councils to achieve housing targets by encouraging innovative housing types suitable for different locations (see Action D4.1 in Housing Sydney’s Population).

Cammeray is identified as a Small Village in the Draft Inner North Subregional Strategy. The centre is focused on retail and other commercial development on a section of Miller Street. The redevelopment of a site on the corner of Miller Street and Amherst Street, adjacent to the existing commercial part of the centre, has provided a mixed use development of 39 residential units, approximately 5,000 m² of retail space and a new public space. The site is adjacent to a strategic bus corridor and is close to local open space. The development is an example of the way in which the urban renewal of key sites can provide well-located housing and retail space and enhance the amenity of a centre by providing additional public space.

The Sydney Metropolitan Development Authority (see Delivering the Plan) will work across government, with councils and the private sector, to achieve high quality urban renewal. The Department of Planning and Transport NSW will work together to identify sites suitable for investigation by the Authority. Where appropriate, the Authority will act as a development proponent on State-owned land to expedite development and provide local economic benefits. It will coordinate infrastructure planning and consider options to fund renewal, including value uplift and private sector investment.

The Department of Planning, the Department of Education and Training, the Government Architect’s Office and a local council will work in partnership to identify an existing public school, with capacity for extra students, as the focus for a new Neighbourhood Centre. In the hierarchy of centres detailed in Appendix 4, a Neighbourhood Centre is a small group of shops that supplies daily needs. The selected school will need to be in a location that is serviced by public transport, and in a neighbourhood which provides good residential amenity. The project will undertake master planning to support this proposition as a model for the development of similar centres in other locations. This initiative recognises that schools are often a focus for community activity. However, not all schools will be appropriate locations for new centres. Schools are only one of many community assets that can help to make an area suitable for a new centre.
**ACTION B3.1**

**Plan for new centres in existing urban areas and greenfield release areas**

The Department of Planning and councils will use Subregional Strategies, local strategic planning and LEPs to carefully identify opportunities for new centres in existing urban areas that are distant from existing centres. This will assist in the urban renewal of places not currently within the walking catchments of existing centres.

Planning for a new centre should focus commercial development in the core of that centre around a public transport hub (which in some areas may be a high frequency bus stop), rather than being dispersed throughout the entire walking catchment of the centre.

Planning for the urban renewal of large sites outside walking catchments of existing centres should investigate the establishment of new centres within the urban renewal area. This will help ensure areas of new housing are better serviced by shops and services.

In the North West and South West Growth Centres, the Department of Planning will continue to plan for new centres to meet community needs. Planning for other identified greenfield release areas will also involve identifying appropriate locations for new centres.

The appropriateness of locations for new centres will depend upon a range of factors including public transport access, proximity to good quality open space, primary schools, residential amenity of the area, heritage significance and adaptability of existing buildings, and market demand. Consideration should also be given to the impact of a new centre upon facilities and services in existing centres.

In ROUSE HILL, planning for the urban renewal of large sites outside walking catchments of existing centres should investigate the establishment of new centres within the urban renewal area. This will help ensure areas of new housing are better serviced by shops and services.

In the North West and South West Growth Centres, the Department of Planning will continue to plan for new centres to meet community needs. Planning for other identified greenfield release areas will also involve identifying appropriate locations for new centres.
Plan for urban renewal in identified centres

The Potential Urban Renewal Opportunities (Figure B5) map identifies some potential priority areas with opportunities for urban renewal. This map will guide the preparation of Subregional Strategies and LEPs, during which time the Department of Planning, Transport NSW and councils will identify other suitable centres for urban renewal.

When considering whether potential exists for urban renewal to occur in a centre, a number of characteristics (listed below) may exist alone or in combination with others to provide renewal and growth opportunities for that centre. They do not all need to be present to make a centre suitable but should be considered when reviewing renewal opportunities. Other characteristics may also make a centre suitable for renewal:

- existing or planned public transport capacity
- availability of large, well-located sites, potentially available for redevelopment over time (public or private ownership)
- land ownership and subdivision patterns and opportunities for consolidation
- scale of existing built form within and surrounding the centre and scope for future redevelopment
- economic feasibility of redevelopment
- availability of social infrastructure including public school capacity and public open space (existing or future opportunities)
- role and function of a centre within the centres network

- Mix of uses already provided in the centre
- Presence of civic and community uses which support and enhance a centre
- Any factors which may be a constraint to urban renewal such as location of busy roads, flood liable land, challenging topography, bushfire risk, aircraft noise, heritage items, heritage conservation areas, or other environmental constraints

Councils will undertake the planning of many of the centres identified for urban renewal through local strategic planning work and the amendment or preparation of LEPs and DCPs. Councils will work with the Department of Planning and Transport NSW.

For a smaller number of centres identified for urban renewal, the Department of Planning with Transport NSW will lead strategic planning work and preparation of planning controls. It will work with councils, Transport NSW and other relevant Government agencies to progress this work. The selected centres will be a focus for renewal in their local areas, and will also act as a model for what can be achieved in other parts of the city.

Some centres where Government involvement is necessary to stimulate renewal and encourage private investment will also be considered. The Sydney Metropolitan Development Authority (refer below) will be responsible for the delivery for a subset of urban renewal precincts requiring intensive coordination.

The Urban Renewal SEPP (see Delivering the Plan) will allow the NSW Government to coordinate, with the input of local stakeholders, the strategic planning work of nominated urban renewal precincts. The process will have
the capacity to review existing planning controls to allow for a greater range and intensity of development options, and to provide strategies for the revitalisation of existing centres and their public domain.

Improvements to public transport and the rail system in particular, will present new opportunities for urban renewal. For example, the implementation of the Parramatta to Epping Rail Link will improve the accessibility of several existing smaller centres along the new rail line. The role, function and capacity of each centre need to be examined as part of planning for the rail line to maximise opportunities created by the improved public transport infrastructure.

The Department of Planning, Transport NSW and Blacktown City Council will investigate Blacktown as a priority area for urban renewal to capitalise on recent investment and future commitment to transport infrastructure and the centre’s significant capacity to grow. Housing NSW can assist with this work. Other centres for investigation would emerge as a result of strategic assessment by Government.

**ACTION B3.3**

*Provide for the protection and adaptive reuse of heritage items in centres undergoing urban renewal*

Heritage items contribute to the richness of urban areas and should be protected and adaptively reused to help shape the urban renewal of centres. Good design that integrates heritage items can contribute to place-making and community identity. The retention and adaptive reuse of heritage buildings can contribute to good urban renewal of existing centres. LEPs and DCPs should encourage good urban and architectural design, and ensure new buildings relate well to heritage buildings. This will allow heritage buildings to retain their civic presence and heritage significance. Adaptive reuse of heritage buildings also helps retain the embodied energy in construction materials and reduces demolition waste and landfill material.
ACTION B3.4
Investigate the economic case for targeted State investment in urban renewal in more challenging localities

Higher density housing is already financially feasible across much of inner Sydney where land values reflect a capitalisation of the relatively high amenity and good access to jobs and public transport. However, in much of the middle and outer parts of Sydney, underlying land values do not currently support investment in most forms of higher density housing.

An investigation of the economic case for targeted State investment in urban renewal will help determine its cost effectiveness in different situations, leading to the greatest improvements in amenity, access, safety and local economic activity. This would allow Government to determine the most cost effective way to make land for higher density housing development financially feasible.

ACTION B3.5
Identify urban renewal opportunities on State and Federal Government land

A considerable amount of the urban area comprises State-owned land, some of which may be surplus to existing needs. Before its disposal however, the area’s future needs must be considered and the government property examined to determine urban renewal possibilities.

The suitability of government sites for disposal will be assessed by the Property Disposal Assessment Panel of the Government’s Asset Management Committee. Subregional and local planning will help to identify particular sites that could be better utilised.

The Federal Government is a major land owner and has strategic property assets in many parts of Sydney. The NSW Government will continue encouraging this land to be used for broader community benefits, and as a catalyst for high quality urban renewal of surrounding areas.
Maximise renewal opportunities in social housing areas by including a range of Government services in renewal programs

Housing NSW will continue to lead renewal of social housing. This will provide opportunities to improve the quality of social housing, make better use of underutilised land for additional housing, reduce concentrations of disadvantage by mixing public and private housing, improve the quality of open space and the public domain, and contribute to the supply of affordable housing (Housing Sydney’s Population provides information regarding initiatives to increase the affordability of housing).

Renewal of public housing estates also allows other Government agencies to identify opportunities to broaden or improve the services and infrastructure they provide in a particular area. This will help ensure the benefits of urban renewal extend beyond merely renewing homes. Social housing renewal should also look for opportunities to provide improved access to employment, education, health services, retail premises and recreational facilities. This process should also include an examination of whether changes in the amount, density and tenure of housing could support improved public transport services.

Some public housing estates are located in areas isolated from existing centres. Planning for the urban renewal of these areas should identify opportunities to establish new Local Centres so residential areas can be better serviced by shops and services. New centres can also help provide a community focus for neighbourhoods undergoing change.

Use urban renewal of social housing to better meet the needs of Aboriginal people

High quality and well managed housing is pivotal to improving Aboriginal peoples’ health and education. In line with the NSW State Plan and the Council of Australian Governments’ Closing the Gap initiatives, the NSW Government is committed to improving housing for Aboriginal people. The Department of Planning is committed to working with Housing NSW, the NSW Aboriginal Housing Office and the Aboriginal community housing sector to ensure social housing better meets the needs of Aboriginal communities. The Government Architect’s Office can help ensure the urban renewal of social housing is designed in a way which better provides for Aboriginal people.

Social housing should be developed on the basis of the following features which characterise the Aboriginal community:
• younger average age
• larger families
• younger parents
• more blended and extended families
• economically disadvantaged, and
• more single parents

On this basis there needs to be:
• a mixture of public and affordable private housing
• a full range of house sizes, and
• access to employment, education, health services, public transport, retail premises, recreational facilities and attractive public spaces.
Redfern Waterloo
Integrating equity, liveability and social inclusion in urban renewal

The work of the Redfern–Waterloo Authority (RWA) demonstrates how focused, place-based interventions and partnerships between stakeholders can deliver equity, liveability and social inclusion; a model for effective urban renewal. The functions of RWA are now part of the Sydney Metropolitan Development Authority, which will use aspects of the RWA model to create sustainable new urban centres with additional housing and commercial projects.

Redfern Waterloo, south of Sydney’s CBD, has particular significance for Aboriginal people as the home of some of Australia’s first indigenous political and social support organisations. RWA is driving the physical transformation of the built environment, but it also has responsibility for reforming the delivery of human services and enabling local job creation. To achieve this, RWA has prepared a Human Services Plan and Employment and Enterprise Plan, as well as the Built Environment Plans that guide local development in the area. RWA integrates the social, economic and built environments to create a holistic urban renewal outcome that delivers liveability, equity and social inclusion.

Many of the achievements in Redfern–Waterloo have been delivered through cooperation between different levels of government, community organisations and private developers. RWA has facilitated the delivery of key social infrastructure such as the National Centre of Indigenous Excellence (NCIE). The NCIE, opened in 2010, is a community facility with gymnasium, sports hall, outdoor swimming pool, intensive literacy tutorial centre, arts/craft activity rooms, sporting field and campus accommodation for visiting groups of indigenous youth. The RWA also assisted Health NSW in securing funding to deliver a major new community health centre within the former Redfern Courthouse and Police Station, which opened early in 2010.

Future projects scheduled to occur in Redfern–Waterloo will include the Aboriginal Housing Company’s Pemulwuy Project which will result in the redevelopment of The Block in Redfern for affordable housing as well as cultural, community and commercial uses.

RWA, in partnership with key agencies and community groups, has been able to deliver the following significant local improvements:

- through the Employment and Enterprise Plan, 200 graduates in construction, hospitality and catering, and 500 local job opportunities
- establishment of the Eveleigh Farmers and Artisans Markets, which brings more than 3,000 people a week to the area
- establishment of a new education and training centre at North Eveleigh, which includes the Yaama Dhiyaan and Les Tobler Indigenous Training Centres, and
- investment of $47.5 million by the RWA in Australian Technology Park at Eveleigh to house the National Information and Communications Technology Centre of Excellence (NICTA) and the Defence, Science and Technology Organisation (DSTO), with 400 permanent jobs being created.