Planning Policy and Practice Deepening Intracity Divide in Greater Sydney

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A Tale of Two Cities

“It was the best of times, it was the worst of times - it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity, it was the season of Light, it was the season of Darkness, it was the spring of hope, it was the winter of despair”
Sydney is A tale of two cities

Property values
Transport
Jobs
Cultural facilities
Education
Health
Engagement
...........
...........
...........
What theory explains the tale of two cities?: community engagement in urban planning in New South Wales Australia
A Piracha
52nd Annual Congress of the International Society of City and Regional Planners, Durban 2016
NSW Planning Philosophy

NIMBY-LAND is too hard

Dump it on BOGAN-LAND

They will not even notice it
Another tale of two cities: access to jobs divides Sydney along the ‘latte line’

Sydney’s so-called “latte line” divides the city in two by jobs. Specifically, our research shows residents are segregated by both overall access to jobs and access to white-collar jobs. This highlights the jobs inequality underlying residential segregation.

The white-collar jobs, in general, are concentrated in the north and east of the city (above the latte line). The blue-collar jobs are mainly located in the south and west (below the line).
The Metropolitan Strategy
Average Weekly Rent

1.400,000  2016 Census - SA2 Level Data
Culture Matters:
An analysis of Ethnic Segregation and Congregation in Sydney Australia using Centrographic Method by T Cui, A Piracha, Australia and New Zealand Association of Planning Schools Conference, Bendigo, 2012
SEIFA and Houses
Neoliberal Planning Reform

These reforms are being enacted to achieve economic efficiency through:

- **Uniformity** in the planning system across jurisdictions,
- **Simplicity and speed** for the developers,
- Assessment through **electronic systems** (ePlanning/eDA),
- Development assessment by **independent panels and private certifiers**
- **Flexibility via voluntary mechanisms**
- **Code-based assessment**

Poor communities have been affected much more because of their inability to influence planning and development
- Complex city building projects, historically struggled to deliver urban renewal outcomes because of inability to align and obtain support from Government Agencies, local authorities and the community.

Parramatta Road Renewal
Parramatta Road Governance
POTENTIAL EVOLUTION

The Granville Precinct has been identified for future growth given its very good access to transport and employment opportunities in the Parramatta CBD. Granville is located on the western and southern train lines and is two stations east of the Parramatta Transport Interchange. The Precinct could evolve to support the Parramatta CBD and have a residential/mixed use focus, while maintaining the existing industrial lands and jobs at Clyde.

GRANVILLE’S FORECAST GROWTH

26% of total population growth* in the Parramatta Road corridor

By 2031, it is anticipated that the Granville Precinct could accommodate 26 percent of overall population growth in the corridor.

The Granville Precinct’s potential long term evolution (2050+) would see 16,000 to 19,000 new dwellings.

* Refer to page 2.

To give feedback on the Precincts, visit our website: www.newparramattard.com.au

GRANVILLE

About half of the community was born overseas and speak languages other than English at home.
POTENTIAL EVOLUTION

The Leichhardt Precinct has been identified for future growth given its good access to transport, employment and service opportunities in the Sydney CBD. The Precinct could evolve to a more vibrant and active centre, particularly supported by amenity improvements along Parramatta Road.

LEICHHARDT’S FORECAST GROWTH

2% of total population growth in the Parramatta Road corridor

By 2031 it is anticipated that the Leichhardt Precinct could accommodate 2 percent of overall population growth in the corridor.

The Leichhardt Precinct’s potential long term evolution (2050+) would see 1,700 to 2,400 new dwellings.

* Refer to page 2.

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LEICHHARDT
Highly urbanised and visitor friendly
POTENTIAL EVOLUTION

The Camperdown Precinct has been identified for future growth given its very good access to transport and employment opportunities in the Sydney CBD, at Sydney University and Royal Prince Alfred Hospital. The Precinct could continue to evolve to a vibrant mixed use and residential centre on the edge of the Sydney CBD.

CAMPERDOWN’S FORECAST GROWTH

3% of total population growth* in the Parramatta Road corridor

By 2031 it is anticipated that the Camperdown Precinct could accommodate 3 percent of overall population growth in the corridor.

The Camperdown Precinct’s potential long term evolution (2050+) would see 1,500 to 2,100 new dwellings.

* Refer to page 2.

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CAMPERDOWN
Opportunity to build on existing local vibrancy
Case Study NIMBY-LAND

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<th>Bronte</th>
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<td>Registered club</td>
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2,230 sq. meters

Increase building height from 13 to 20 meters, increase floor space ratio from 1:1 to 2.1:1

Mixed use - retail, registered club and residential
Ku Ring Gai Council Local Environmental Plan 2012
Sydney Local Council Mergers

Parramatta!
Medium Density Housing Policy
Floodgates of demanding exceptions from planning policy have been opened
The differentiated urban planning policy application and outcomes are reinforcing divisions in the Greater Sydney.

The affluent Sydney neighbourhoods strongly influence urban policy formulation and application in their favour. They are able to resist application of planning policies that would provide more dwellings in their areas.

They can maintain low-density leafy character of their suburbs located close to the city centre. They are successful in avoiding full application of planning policies as well as receive exemptions from the planning reforms.