17 December 2007

Mr Sam Haddad  
Director- General  
NSW Department of Planning  
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Dear Sir

**Attention: Department of Planning** Regional Coordination

**Draft Sydney–Canberra Corridor Regional Strategy**

The Planning Institute of Australia (PIA) welcomes the opportunity to provide some general comments in relation to the draft Sydney-Canberra Corridor Regional Strategy.

PIA sees the draft Strategy as a significant initial step that provides impetus to the achievement of some responses to growth in the Corridor. In this regard, the Strategy could be considered as the beginning of a framework designed to guide current and future planning. The draft Strategy provides a general framework for the development of local planning controls and policies as well as a context for development assessments.

The Strategy would be strengthened by a statement identifying the linkages between the Sydney-Canberra Corridor Region and other regions of NSW to provide a context, particularly in relation to demand for housing, protection of the drinking water catchment, the continuation of wildlife and ecological corridors, the restructure of Sydney’s sea ports and transportation planning.

A sustainable solution framework providing a combination of infrastructure improvements and effective alternative public transport alternatives (rail and rural bus services) to near total reliance on private motor vehicle transport would be of benefit to longer term planning in the region. Efficient and timely passenger rail services, including a high speed rail service between...
Sydney and Canberra and services between the northern subregion and Wollongong would benefit the region.

The comments on the need to preserve rural lands as a resource for both traditional and emerging agricultural activities are supported. PIA also supports the limits on subdivision for rural residential development and the view that “the value of rural lands extends beyond primary production to cultural, scenic and environmental” values.

The establishment of a Regional Planning Commission comprising Councils and State government agencies and departments responsible for infrastructure, to monitor implementation of the Strategy and to ensure adequate infrastructure is provided in advance of development is supported. This Strategy document could provide the framework on which all relevant State departments could build an integrated infrastructure provision programme, including options for delivery of projects.

We would welcome any further opportunity to be involved in the process.

Yours Sincerely,

Anthony Newland
President